

Intimations.

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To-day's Advertisements.



HONGKONG VOLUNTEERS.

26th May, 1878.

AS HER MAJESTY'S BIRTHDAY is to be celebrated on MONDAY Next, the 27th Inst., there will be no PARADE on that Day.

T. C. DEMPSTER,
Captain 28th Regt.,
Commandant.

my27

FOR SINGAPORE AND PENANG.

The British Steamer

"JAVLA"

Capt. WEBER, will load here for the above Ports, and will leave this on TUESDAY, the 28th Inst., at 2 p.m.

For Freight or Passage, apply to
HOP KEE.

Hongkong, May 25, 1878. my28

FOR SWATOW, AMOY & FOOCHOW.

The Steamship

"KANGTUNG"

Capt. PUKHARD, will be despatched for the above Ports on WEDNESDAY, the 29th Inst., at Noon.

For Freight or Passage, apply to
DOUGLAS LARPAK & Co.

Hongkong, May 25, 1878. my29

PERU AND CHINA MAIL STEAMSHIP COMPANY.

The Steamer

"PERUSIA"

Captain McKIBBY, will be despatched from WHAMPOA for CALLAO, touching at HONOLULU, on or about FRIDAY, 31st Inst.

For Freight or Passage, apply to
OLYFANT & Co., Canton.

Canton, May 24, 1878. Agents.

NOTICE.

THE Interest and Responsibility of Mr THOMAS MERCER in our Firm CEASED on 31st December last.

THOMAS & MERCER.

Canton, May 23, 1878. [s25]

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

DEVANA, British barque, Capt. William May.—Molchers & Co.

H. G. JOHNSON, American barque, Capt. Isaac H. Colby.—Arnold, Karberg & Co.

CEYLON, American barque, Captain Edward Kelly.—Olyphant & Co.

AMERICA, British steamer, Captain J. Graham.—B'ley & Co.

DAGO, British steamer, Captain G. B. Hadcock.—Meyer & Co.

IPHIGENIA, German barque, Captain G. Green.—Wielor & Co.

ETNA, British steamer, Captain Alex. B. Miller.—Jardine, Matheson & Co.

AGGAR, British steamer, Captain C. E. Stewart.—Holliday, Wise & Co.

NAVYING, American barque, Captain Bartow.—Arnold, Karberg & Co.

SHIPPING.

ARRIVALS.

May 24, *Nantes*, American barque, 724, Bartow, Nagasaki May 6, General.—ARNOLD, KARBERG & Co.

May 24, *H. C. Orsted*, Danish steamer, 237, E. Stenson, Shanghai via Amoy May 20, Cable.—G. N. T. Co.

May 24, *Yotung*, British steamer, 286, S. W. Goggin, Swatow May 22, General.—KWOK ACHONG.

May 25, *Amoy*, British steamer, from Canton.

May 24, *Albion's Isle*, British barque, 360, Burgess, Newcastle (N.S.W.) March 31, Coal.—G. N. T. Co.

May 25, *Occident*, German barque, 243, Timmen, Newswang May 10, Beans.—WILKIN & Co.

May 25, *Ningpo*, British steamer, 761, R. Cass, Shanghai May 22, General.—SEWSTER & Co.

DEPARTURES.

May 25, *State of Alabama*, for Fochow.

25, *Manuel*, for Manila.

25, *Puyao*, for Shanghai.

25, *Sun-lee*, Chinese g. b., for a cruise.

25, *Tigre*, for Marcellas, &c.

25, *Yaso*, for Coast Ports.

25, *Bemeralda*, for Manila.

25, *Eleana*, for London.

CLEARED.

Thomas Fletcher, for Yunglam.

St. Anne, for Newchwang.

Menelaus, for Shanghai via Amoy.

Bellona, for Saigon.

Albion, for Bangkok.

Crescent, for Nagasaki.

Amoy, for Shanghai.

Formosa, for Labuan.

Ophelia, for Fochow.

Aggar, for Yokohama.

Jessie Jamieson, for Keelung.

Dago, for Hankow.

PASSENGERS.

ARRIVED.

Per *Yotung*, from Swatow, 38 Chinese, and 2 Europeans deck.

Per *Ningpo*, from Shanghai, 1 European deck, and 61 Chinese.

DEPARTED.

Per *Tigre*, for Sain, Capt. Legallard, and 8 Chinese; for Singapore, Messrs R. McDonald, W. Mc G. Smith, and 10 Chinese; for Marcellas, Messrs A. Carroter & Fuentes, Edward de Su, and T. Truscott; from Shanghai, for Marcellas, Mr and Mrs Carlson and child, Messrs A. Ottmann, A. Winsor, G. P. S. Lawrence, James Shearer, and L. Stornesbrink; from Yokohama, for Saigon, Mr Spooner; for Marcellas, Messrs A. Schmidt, Housal, A. Levy, and A. Hamilton.

Per *Yaso*, for Swatow, Capt. McKibben, and Mr A. H. Goodwin; for Amoy, Mr and Mrs Junior and child, and Mr N. O. Stevens; for Coast Ports, 200 Chinese.

Per *State of Alabama*, for Fochow, Mr J. C. Burt.

Per *Puyao*, for Shanghai, 3 Chinese deck, and 140 lower berth.

PASSENGERS.

TO DEPART.

Per *Menelaus*, for Shanghai via Amoy, 1 European and 120 Chinese.

Per *Bellona*, for Saigon, 100 Chinese.

Per *Formosa*, for Labuan, 2 Chinese.

Per *Formosa*, for Bangkok, 4 Chinese.

SHIPPING REPORTS.

The British steamer *Yotung* reports: Fresh S.W. monsoon with rain.

The German barque *Occident* reports: Northerly wind as far as Liu Ti Shan, from there changeable but mostly fair wind. From Chapel Island fresh N.E. with rain to port.

The British steamer *Ningpo* reports: First part experienced moderate southerly winds with swell and thick foggy weather, thence to port strong N.E. monsoon and cloudy weather.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SHANGHAI.—

Per *Amoy*, at 9 a.m., on Sunday, the 26th Inst.

For HANKOW.—

Per *Albion*, at 9 a.m. To-morrow, the 26th Inst.

For YOKOHAMA AND HIOGO.—

Per *Aggar*, at 9 a.m. To-morrow, the 26th Inst.

For SWATOW.—

Per *Yotung*, at 7.30 a.m., on Monday, the 27th Inst.

For AMOY AND SHANGHAI.—

Per *Menelaus*, at 7.30 a.m., on Monday, the 27th Inst.

For HONOLULU.—

Per *Elia*, at 4 p.m., on Monday, the 27th Inst.

For HANKOW.—

Per *Dago*, at 4.30 p.m., on Monday, the 27th Inst.

For SAIGON.—

Per *Bellona*, at 4.30 p.m., on Monday, the 27th Inst., instead of as previously notified.

Per *Sea Gull*, at 9.30 a.m., on Tuesday, the 28th Inst.

For STRAITS SETTLEMENTS.—

Per *Java*, at 1.30 p.m., on Tuesday, the 28th Inst.

For SWATOW, AMOY & FOOCHOW.—

Per *Kwangtung*, at 11.30 a.m., on Wednesday, the 28th Inst.

For BANGKOK.—

Per *Rajawattimuhar*, at 1.30 p.m., on Wednesday, the 28th Inst.

For YOKOHAMA & SAN FRANCISCO.—

Per *City of Peking* is postponed till further notice.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Belgo* will be despatched on TUESDAY, the 28th inst., with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 p.m. Registry of Letters ceases.

2.30 p.m. Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage until the time of departure.

Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Costa Rica, Honduras, Monte Video, New Granada, Paraguay, and Uruguay can no longer be sent by this route.

Hongkong, May 23, 1878. my28

MAILS BY THE ENGLISH PACKET.

The English Contract Packet *Lombardy* will be despatched with the Mails for Europe, &c., on SATURDAY, the 1st June.

The following will be the hours of closing the Mails, &c.:—

Friday, 31st May.—

5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night Box, which remains open all night.

Saturday, 1st June.—

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with LATE FEE of 18 cents extra Postage till

11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only) addressed to the United Kingdom via *Brindisi*, or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till

11.50 a.m., when the Mail is finally closed.

Hongkong, May 20, 1878. [s1]

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Sindh* will be despatched from Hongkong on SATURDAY, the 8th June, with Mails to and through the United Kingdom and Europe, via *Madagascar*, to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding correspondence to E. Africa, the Cape, St. Helena, and Ascension.

Letters may also be forwarded to India by this Packet.

The following will be the hours of closing the Mails, &c.:—

Friday, 7th June.—

5 p.m., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Saturday, 8th June.—

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late Letters.

11.10 a.m., Letters (but Letters only) except those to and through *Aden*, may be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 a.m., when the Post Office Closes entirely.

Hongkong, May 20, 1878. [s2]

CARGO.

Per S. S. *Tigre*, sailed 26th May, 1878.—For Marcellas, 805 bales Silk, 48 bales Waste Silk, 28 cases Silk, and 680 pigs Sundries.—For London, 424 bales Silk, 52 cases Silk, 20 cases Antiseptic Oil, 500 half chests and 7,511 boxes Tea, 3 cases Treasure (\$39,800), and 132 pigs Sundries.

MEMOS. FOR TO-MORROW.

RELIGIOUS SERVICES.—

S. JOHN'S CATHEDRAL.—The Right Reverend Bishop Burdon: The Rev. E. Davis, Acting Colonial Chaplain. Morning Service 11, Evening 5. Holy Communion on the first Sunday in the month.

Military Service.—Rev. J. Henderson, acting Military Chaplain. At 8 a.m. Morning Prayer, &c. Holy Communion on the third Sunday in the month.

UNION CHURCH.—Morning Service, at 11 a.m., Afternoon, 6 p.m.—Divine Service in Chinese, 2-3 p.m. every Sunday, with communion on first Sunday of every month.—Rev. Dr. Eitel.

ST. PETER'S SEAMEN'S CHURCH.—Rev. J. Henderson, Service at 6 p.m., every Sunday. All seats free. Morning Prayer and Communion on the first Sunday of each month at 11 a.m.

ST. STEPHEN'S MISSION CHURCH.—Rev. A. B. Hutchinson, and Rev. Lo Sam Yuen. (All Services in Chinese.) Morning Prayer—Liturgy, Ante-Communion, and Sermon, at 11 a.m. Bible Class, at 3 p.m. Preaching, at 6.30 p.m. Holy Communion, 1st Sunday in Chinese month.

BERLIN FOUNDLING HOUSE.—Service in the German language, by Rev. W. Louis, every Sunday, at half-past ten a.m., in the Chapel of the Berlin Foundling House, West Point.

Shipping.

10 a.m.—*Amoy* leaves for Shanghai.

MEMOS. FOR MONDAY.

Auctions.

Noon.—Sale of Ground, Inland Lot No. 488, East Point.

12.30 p.m.—Sale of Ground, Inland Lots Nos. 317, 319, 458, 459, and 460, East Point.

Shipping.

5 p.m.—*Emu* leaves for Amoy, &c.

General Memoranda.

TUESDAY, May 23.—

2 p.m.—*Java* leaves for Singapore, &c.

3 p.m.—Occidental and Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

3 p.m.—Meeting of Shareholders of the China Sugar Refining Co., Limited, at Messrs J. Matheson & Co.'s office.

WEDNESDAY, May 23.—

Noon.—*Kwangtung* leaves for Coast Ports.

THURSDAY, May 30.—

Goods per *Belgo* undelivered after this date subject to rent.

FRIDAY, May 31.—

Goods per *Aggar* undelivered after this date subject to rent.

SATURDAY, June 1.—

Noon.—*Belgo* Mail leaves for Ports of Call and Europe.

THURSDAY, June 6.—

Great Admiral leaves for San Francisco.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' SUNDRIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS

OF

Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.15 p.m.

BIRTHS.

At H.B.M.'s Vice-Consulate, Shanghai, on the 18th May, the Wife of CLAUDE F. R. ALEX, of a Son.

At Shanghai, on the 18th May, the Wife of DAVID GILMOUR, of a Daughter.

MARRIAGE.

On the 25th Inst., at St. John's Cathedral, by the Rev. E. Davis, M.A., Acting Colonial Chaplain, assisted by the Rev. J. Henderson, Military Chaplain, ALEXANDER PALMER, eldest son of A. P. McEwen, Esq., of Trillickham, Surrey, to MARGARET E. 2nd Daughter of the late Capt. George Augustus McNair, 38th Regt.

DEATH.

At Tientsin, on the 14th May, Rev. WILLIAM NEUTZORRE HALL, (of the English Methodist Mission), aged 50 years.

THE CHINA MAIL.

HONGKONG, SATURDAY, MAY 25, 1878.

JUDGING from the telegram we publish in another column, it would appear that the Russian privateering "scare" has reached the House of Commons.

It really does almost seem as if there had been a concerted attempt made by some parties, chiefly through the medium of the Press, to damage as much as possible British shipping interests, war or no war, by an organized system of "scares."

First of all we had reports industriously circulated of some secret treaty between Russia and Japan that on the outbreak of an Anglo-Russian war would have the effect of a defensive and offensive alliance between Russia and her Asiatic neighbour, efforts being also made to give additional importance to these reports by references to the Japanese invasions which had just left England. Then is the same highly re-

spectable and influential London journal through which the foregoing alarms were originally given to the public there appeared other mysterious allusions to relations between China and Russia, and the writer did not hesitate to prognosticate that should war ensue, we should find not only the ports of Japan closed to British cruisers while they remained open to those of Russia, but the ports of China also! Next was flashed across the Atlantic various reports and rumours of the activity being displayed in America, by Russian agents, in purchasing and fitting out privateers, and of offers on the part of American shipowners to place an endless number of vessels at the disposal of the Czar for privateering purposes. The unkindest cut of all, however, came from, it was said, the American flag-ship in China waters, some enlightened gentleman on board that vessel volunteering the information to a New York newspaper that none of the British war vessels on this station could catch five (!) Russian cruisers he knew in these waters, or, if they did catch them, could cope with them.

We will not charge this last correspondent with having written with a more sinister intention than that of "taking a rise out of John Bull," as he would doubtless term it, but we make no idle remark when we say that these reports and rumours, utterly unfounded as most of them unquestionably are, have not been without their influence on British shipping interests in, at all events, the Far East. More than one instance has come to our knowledge within the last few days of English vessels having been deprived of charters, both in China and Japan, solely on account of those phantom Russian and, shall we add, Japanese and Chinese cruisers and privateers. In one case, in which Chinese were concerned, a European broker was upon the point of concluding the charter of a steamer with a native merchant here, when the latter, having ascertained that the proposed vessel was British, expressed himself as "too much afraid that fighty fighty," broke through the arrangements, and finally chartered another steamer, flying a different flag, at higher rates than he would have paid for the English vessel. The Chinese even seem to be under the impression that the difficulty experienced at the present time in obtaining supplies of cotton and other goods from England, owing to the prevalence of strikes there, is entirely on account of the warlike aspect of things. This at least was the idea of a Chinaman in business with whom we were conversing a few days ago. Doubtless the fortification of this harbour has not tended to improve the confidence of the Chinese in the capability of the British navy to sweep the seas of Russian cruisers and privateers, should any of the latter class of vessels appear in spite of international declarations and neutrality laws, but the "scare" is by no means confined to the Chinese. In Yokohama at least we happen to know that foreign houses are not above advancing the prospects of war as a reason for not engaging British vessels, especially for voyages in the North Pacific. Although

per man. The destination of the expedition will be the Fly River.

The *Colonist* schooner, with the New Guinea prospecting party, dropped down from No. 2 wharf, Cooktown, on Thursday (18th April) morning, and moored for a couple of hours near the bathing shed, whence she set sail at about 9.30 a.m. Irrespective of the Sydney party, six passengers left Cooktown, Messrs Neville, Holmes, Cleveland, Armstrong, Appel, and Akinaul or Mexican Jack. The whole party is splendidly equipped, and started in excellent spirits, carrying with them the best wishes of the entire community. The vessel was re-visited at this time, and her agents were careful to see that the passengers would have no cause for complaint on the passage. The *Colonist* will, with the present fair wind, run across in three days. The Expedition Party were to choose a leader when they got to sea, and, we understand, will have a very systematic mode of communication with Port Moresby after they make their way inland. They have nine horses with them, and will be able to pack their stores to the prospecting fields.

Cable Conference.—The conference, to take into consideration the question of better cable communication with Europe, is appointed to take place in Melbourne on the 26th April, but unless a postponement should take place Queensland will not be represented, as our (Queensland) Parliament must, on the 24th, and Ministers will be unable just at that time to leave Brisbane.

Chinese in Queensland and Port Darwin.—The Goldfields Act Amendment Act (Queensland) of last session, which requires from Chinese on the goldfields of the colony £3 for a miner's right and £10 for a business license, has not worked satisfactorily, and will not probably be amended or repealed. The European only pays ten shillings per annum for the miner's right, and £3 for the business license, and the Chinese were required to pay the higher fees as above stated on the alleged ground that they did not, under the ordinary rates, contribute a fair share to the public revenue. But under the raised fees the revenue from this source has not only not increased, but has dwindled down to an almost nominal amount. For revenue purposes, therefore, the Goldfields Amendment Act is an acknowledged failure. It is well understood, however, that the Act was intended to be a representation of its character, and to put check upon the influx of Chinese upon the goldfields of the colony; but for this purpose it is probably unnecessary, and the Chinese Immigration Act would seem to be sufficiently stringent to prevent the introduction of these people in such numbers as to prejudice the interests of the European population. While on this subject it may be mentioned that two steam vessels have arrived at Port Darwin during the month, with Chinese passengers from Hongkong, and these people are now trying their fortunes on the goldfields of the Northern Territory. But there is very little scope in the arid country which has been opened up in the neighbourhood of Port Darwin for the Chinese miner, who has no idea of developing a field, but confines his operations to alluvial workings that have been opened up by the European. It is, therefore, pretty evident that unless they can find some other profitable occupation in the Northern Territory they will fail to obtain the means of support there in large numbers. It is, indeed, reported that the two steamships recently landed at Port Darwin have caused serious apprehensions of future trouble, and the South Australian Government, on the recommendation of their Resident at the Northern Territory, are said to have telegraphed to the British authorities at Hongkong to stop the influx of Chinese.

Five hundred and thirty Chinese arrived at Port Darwin from Hongkong on the 12th and 13th of the present month, April. The *E. and A. Co's* *Subsidy*.—It is understood that the Government offers to increase the subsidy of the *E. and A. Co.* Company by ten thousand pounds, making it £20,000, on condition of its being a ten knot service.

INDIAN GARRISONS FOR THE FAR EAST.

The *Bombay Gazette* has the following somewhat authoritative announcement and reflections:

"We hear upon good authority that it is a project of the India and War Offices to replace the British garrison of the Straits of Malacca, Ceylon, and Mauritius with native troops. Singapore, Malacca, and Penang, or, we may say, the whole Malay Peninsula, have been shown by sanitary statistics to be a most unhealthy region for European soldiers; that the Government is wisely considering the *pro* and *con* of restoring these quarters to the native soldiers who formerly occupied them; the only difficulty to the way of the change being this, that the Straits are also unhealthy for Europeans. Why this should be the case it is difficult to determine. Singapore has a large *Kling* population composed of natives from Malabar and Madras, who seem to thrive there as well as on the Indian Peninsula; but there is no doubt that, immediately previous to the transfer of the garrison of that place from India to the Crown, the Madras sepoy garrison which occupied it was well-nigh ineffective from constant ill-health, one Madras regiment, we have heard, having had as many as 200 men in hospital at one time. But this was not always the case with Singapore. At one time, five-and-twenty or thirty years ago, the island was supposed to be one of the healthiest stations in the East for both European and native troops. Probably defective drainage and an ever-increasing Chinese immigration are at the bottom of the island's present bad reputation for salubrity; though, no doubt, the facility with which spirituous liquors can be obtained in a free port may have something to say in this matter, so far as the health of European soldiers is in question. Whatever the cause, however, the Home Government, we hear, is disposed to maintain a British garrison there, and we shall not be surprised to learn any day that Indian troops from some one of the three Presidencies have received the route for the Straits, and very probably for Ceylon and Mauritius as well. Looking at the matter from a military point of view, there is no reason why the Straits should not be regarded by native corps. Singapore is a very important commercial centre and a place of considerable political interest in the eyes of Great Britain; but it has a loyal and industrious population, a volunteer corps (Europeans) numbering several hundred men, we believe, and it is, moreover, protected by British vessels of war, of which there are usually one or two in the harbour. The only danger Singapore, Malacca, or Penang have ever been exposed to was

produced by the working of the secret societies among the Chinese, and these disturbances native troops have quelled over and over again with little difficulty and scarcely any loss of life on either side. We fancy that, if proper lines were built at these places for the sepoys, and their sanitation well cared for, native troops would be as healthy in the Straits as on the Coast, or in Burma, and it would be an advantage to the Imperial Government if the British troops now occupying the Straits stations were set free to go elsewhere and to places where their presence would be more urgently required.

Ceylon and Mauritius might also very readily dispense with British garrisons, except perhaps a few artillery, to man their puny fortifications. Islands of this type have the advantage of naval protection, and their land garrisons have little else to do but assist the civil power on occasion in quelling internal disturbances. Disturbances, however, are very rare in any of the islands mentioned, and a sepoy regiment, assisted by local Volunteer corps (Europeans), ought to be strong enough to put the general order of such things quite out of the question. For our own part we think the Governments of England and India might, in special circumstances go even further than they propose, and release the British regiments at Hongkong, Aden, and the Cape of Good Hope for service nearer home, their places being taken by Bombay, Madras, or Bengal native regiments.

THE CHINESE IN PERU.

(La Capital.)

Two gentlemen who recently proceeded to California for the purpose of inducing Chinese to emigrate to this country have returned without having carried their mission to a successful termination. Although this is much to be regretted it is satisfactory to know the Chinese showed no disinclination, but that business disputes prevented a current of labour setting in this direction. It is certain that if the Chinese in California were aware that they could earn from ten to twelve reales per day in Peru, they would come here in thousands. It would be a wise measure to provide them free passages, allowing them on arrival to seek what occupation they choose. It may be here remarked that the situation of the Chinese in Peru is not as generally represented. Much has been written on the subject, and although a great deal of exaggeration has been frequently employed it is undeniable that in the past the coolies have suffered severely on the plantations. But the intervention of the authorities, the general condemnation of those who treated their laborers improperly, and the many proofs of the good results obtained by those who treated them properly have combined to effect great reforms, and at present the Chinaman is on an equality with the laborer of the country. On the greater number of farms they are allowed to virtual themselves, receiving so much money in lieu thereof. This system is much preferred by the Chinamen who, although submissive enough in the execution of their duties, are wont to evince a decided inclination to be entirely independent in all relative to their mode of living. An experience of some years has given our agriculturists a better insight into the character of these laborers, and leads them to adopt a wiser course of treatment. The success which has attended many of the Chinese who have arrived in this country is beyond all doubt, and at present there are about 2,000 of them who are working on a capital varying from 5,000 soles up to 100,000 soles.

LONDON GOSSIP.

What new-fangled nonsense is this I hear of double-barrelled surnames in the hope of keeping what may be called the "trade-mark"? "Woman is the lesser man," and, according to all sensible rule, when she marries she gives up her surname and adopts that of her husband. But nowadays ladies belonging to any of the professions want to combine both—Mrs. Garrett-Anderson, Madame Bodda-Pyne, Mrs. Thackeray-Ritchie, Mrs. Coleman-Angell, and all the rest of it. If marriage involves loss of popular reputation, or the chance of being unrecognized for the future, due consideration should be given to the fact before the ceremony, but these double-barrelled names are hideous and confusing.

The Russian soldier in the piping times of peace is not particularly well fed. His paternal Government appears to think that a sufficiency of rye bread and *cod*, the latter an admirable compound, which may be compared to petroleum or naphtha, will keep him in health and contentment. In war, however, there is reason to believe that he is by force of circumstances, compelled largely to rely on what he can obtain in the way of requisition in the enemy's country. He is wise if he rejects the diet provided for him by his regimental commissariat. An Austrian military paper lately gave the result of an analysis of a sample of the bread supplied to the Russian troops in Bulgaria. The examination was carefully made, and revealed the presence of nineteen per cent. of sawdust and fourteen per cent. of sand.—*Lancet*.

A "scene" which took place in the House of Representatives at Washington the other day created a painful impression both inside and outside of the House. It seems that the habitual drunkenness of one of the Virginia Congressmen has been the subject of frequent remark during the present session, as well as the last session of Congress. This gentleman has been conspicuously drunk on several public occasions, but the judicious efforts of his friends have prevented any disgraceful exhibition of his condition. Matters, however, came to a climax on the 18th ult. While debate was in progress the honorable but intemperate member was, to the alarm of his friends, seen wriggling down the aisle, steadying himself as best he could on two desks, and attempting a disorderly interruption. He was evidently on this occasion drunk enough to be violent and the worst anticipations of his friends were realized; for, waving his arms at the imminent risk of measuring his length on the floor, he stammered his defiance at "Misses Speaker," and at "the gentleman on the left side." He then began to gesticulate wildly and stagger about sternly refusing to be escorted out of the House by the larger part of the Virginia delegation, who gathered round their erring brother. The Sergeant-at-Arms at last succeeded in leading him off the floor; but he made the most desperate lunges and blows at that officer, and would have struck him but for the prompt assistance of a number of members, who lent their aid, and at last managed to deposit the drunken Congressman in the Senate Chamber, where he made "another exhibition of himself," but Senator Williams of Virginia, with admirable skill,

got him out of the Chamber without confusion. The Salvage Steamship Company has succeeded in raising and floating into dock at Portsmouth the *Alpha*, a fine iron ship of 1,300 tons, which was wrecked in November on the Bembridge Ledge, off the Isle of Wight. The vessel which was only on her second voyage was insured for £13,000. She was bought for £200, and raised by the construction inside her of a wooden platform, a marvel of engineering skill. Another company had previously abandoned the task. This company are contractors for the raising of the *Vanguard*, which they will attempt in June and are very sanguine of success.

During 1877, for the first time in the last six years, the marriages in England fell below 200,000 in number. The number of marriages in Scotland in 1877—namely, 26,790—is the lowest registered in any year since 1872.

Lord Granville, speaking at the Foremen Engineers' dinner, in the Cannon-street Hotel, said that the depression of trade was due in a measure to the bankruptcy of a great many nations, who have been good enough to swell the inflation that existed by buying our products, and paying for them, in the most amiable way with the money they had borrowed from ourselves.

With a view to allaying scepticism, Mr. Benedetti, the sword-swallower, gave a private *seance* on Saturday last to some members of the medical profession in his room at the Westminster Aquarium. Since thirteen years of age, it seems, this gentleman has been fighting Nature with the sword until he has pushed the stomach down into the groin, thus elongating the oesophagus to an unusual extent. As a rule he prefers taking food before the exhibition begins as it makes the internal stomach more agreeable to the reception of cold steel, and protects the coats of the stomach from being pierced with the sword's point. A physician who was present told me he distinctly felt the sword as it was withdrawn from the stomach lying quite in the groin. The M.D.s present found his throat a good deal inflamed, and gave him a gargle. Frank Buckland, who was instrumental in bringing about the private interview, intends publishing an article on the subject, from an anatomical point of view, in next week's *Lancet* and *Water*.

Captain Gill, B. Esq., is not a communicative man. Mr. Fred Burnaby, but even if we hear no "good stories" of Western China we may nevertheless expect an interesting account of that almost unknown region, for Captain Gill has kept a most exhaustive diary during his travels. Furthermore his engineering knowledge has enabled him to map the whole district, for the benefit of the War Office, under great difficulties; for a Chinaman's idea of distance is "a day's march," a very indefinite expression. Captain Gill followed what is known as the "Margary route," and met with no opposition from the natives, whom he describes as harmless and inquisitive. It should be remembered that Mr. Margary was murdered by official, not native, intolerance. His ingress into Tibet was, however, prevented by the Tibetan authorities on the frontier. To those interested in the Eastern Question (I mean as an Asian, not an Eastern European matter) this should be an interesting fact. We want more travellers like Captain Gill.

A trial is about to take place of a newly invented hydro-steam governor on board a naval vessel with a view to prove its power in preventing engines running in a sea-way, and so saving the great risk all screw ships run of breaking down their machinery. This invention may be connected with the bridge, so that the officer of the watch can have entire control of the engines, easing or stopping them without using the telegraph. The machine itself is described as small, simple and perfect. It combines the advantage of being close to its work, in direct communication with the throttle valve, and taking up little space. It cannot get out of order, but can be so set as to cut off the steam instantaneously, or allow one or two revolutions. It allows work to be resumed as instantaneously.

A curious phenomenon occurred at Niagara Falls. In the vicinity of Table Rock, the river bed was perfectly dry for hundreds of yards towards the centre of the Horse Shoes Falls, whilst the river below the falls was some twenty-four feet below high-water mark, and the walk over the sandy stretch from the base of the staircase to the front of the American Falls an unusual feat. For three days the appearance of the river both above and below the falls led to the idea that the falls would entirely cease for a time. This extraordinary circumstance was attributed to incessant dry winds from the north-east, and an ice-gorge at the rapids above damming the waters of the river till its bed was nearly dry. The ice-locks that remained clinging to the rocks over which the falls-race went to pour added to the remarkable character of the scene.

Captain Eaton, of the 1st Battalion Grenadier Guards, has just returned from a visit to Constantinople and its neighbourhood. He witnessed the Russian Guards march into San Stefano, and their appearance on the occasion reminded him not a little of that of our own men at the termination of the autumn manoeuvres, that is to say they looked thoroughly workmanlike yet wonderfully clean and smart. These troops presented the *off* of the Russian army, and he holds that the rank and file of their army is much inferior to our Militia. On the other hand he was very favourably impressed with what he saw of the Turkish soldiers, and describes their feeling as wholly with the English, so much so that he doubts if they could be got to fight on the side of Russia. At Gallipoli the Turks are working like Trojans on the Balaire line of defence.

A correspondent sends me the following: On Saturday morning an announcement appeared in the first column of the *Times* referring to an incident which had occurred in my family a day or two previously. Before mid-day my letter box was inundated with circulars from enterprising tradesmen interested in such events and every succeeding post up to half-past ten at night brought forth a host of them. I give you a few specimens:—Nursery-blancs; lists of appliances for mothers and infants (a dozen or so of those); patent smelling-balls; lists of perfumery; treatise on toilet-scapes; circulars from three private infant-schools; prospectuses from insurance societies (the endorsement of children); photograph of the announcement in the *Times* with request for orders; and last of all an application for a contribution from a volunteer fire brigade. What on earth this was for I can't imagine unless it was to remind me of Artemus Ward, who, on a similar occasion, tendered his thanks to "Engine No. 17," the members of which being under the impression, "that there was a Kongergration going on here yesterday to the spot, but kindly returned to us again."

GOSSIP FROM THE FLEET.

An occasional correspondent of the *Standard*, writing from Imid on March 11, says:

"The British public are, as a rule, so little acquainted with the movements and whereabouts of English men-of-war, that communications from time to time bear an interest, not only to those having relatives in our Royal Navy, but to the ordinary readers of a daily newspaper. The eastern division of Admiral Hornby's squadron consists of four powerful iron ships, carrying heavy rifled ordnance, steaming at a rapid rate, and having their sides protected by armour-plating varying from 4½ in. to 12 in. With such a squadron for attacking purposes, and surrounded by a flotilla of gunboats such as are on service in Turkish waters, our friends at home have little to fear, but that, should occasion arise, the British flag will, as of old, give a good account of itself."

"Practice makes perfect, and ultimately becomes perfection itself, or at all events approaches closely to it. Outdoors are mostly under the impression that officers and men have little or nothing to do in the Royal Navy. Visitors coming on board a man-of-war are at once struck with the snowy whiteness of the decks, the beauty and finish of the guns, the sparkling brilliancy of the brass, the polish of the wood work; and, seeing that the crew are strong, ruddy, healthy, and well-clothed, ask, in the most innocent manner, 'Whatever do you find to do on board ship?' The answer is very simple—drill; not only the system of foot exercise seen in the army, but drill aloft with spar, yards, and sails; drill below with men, small arms, and heavy guns. The work of cleaning and embellishing the ship is done in the early hours of the morning, so that by 9 a.m. the decks are cleared up, and all is ready for the real work of the day. Steam has not quite superseded canvas as a mode of propulsion, so one morning each week is devoted to sail drill, which gives the men confidence when aloft, and prevents the combatant officers from relying too much on the machinery of the ship. Notwithstanding that our modern men-of-war are boxes of machinery, the old seamanship which won us so many battles is not allowed to die out."

"Other days are assigned to exercising the fighting portion of the crew in the manipulation of the rifle, in cut-throat drill, and in repelling imaginary boarders by the aid of cutlasses and pistol. Heavy gun drill also forms a prominent part of the duty of our seamen, who have to make themselves perfect in the machinery for moving these weapons, as well as acquiring a knowledge of their powers and the best method of utilizing them."

"It is by this perfect system of teaching that our blue-jackets have attained superiority as artillerymen; and, coupling these daily exercises with actual practice at sea, it becomes no idle boast to assert that any object coming within the range of our guns will be struck nine times out of ten."

"The manipulation and construction of torpedoes is by no means neglected. Qualified instructors are employed to teach the younger seamen how and when to use these means of offence and defence, and when opportunity offers the torpedo class leaves the ship and from a boat is taught by actual experiment. And besides the combatants of a man-of-war, there are on board a number of men who may be described as the mechanics and tradesmen of the ship. In this class are the important body of men known as stokers, to whose care are confided the repairs required by the steam machinery and boilers; then there are carpenters, to whom are entrusted the wooden portions of the vessel, the boats, and upper masts and yards; the sailmakers, blacksmiths, caulkers, painters, ropemakers, each of whom finds plenty of work in his respective trade. In a word, an English man-of-war in commission is a floating busy hive of industry."

"It is not every seaman who would care to pilot heavy ironclads into an unexplored position; and yet, when told to leave Prince's Island, Admiral Hornby did so. Tozula Bay, where the squadron retreated, was, almost unknown, so the ships had to feel their way to an anchorage, and happily found a safe one. The town or village of Tozula contained some hundreds of inhabitants before the war broke out, but now, drained of its Mussulman population, only a few score Greeks remain."

"Last week one of our gunboats arrived from the Black Sea, and reported that the Russians were making advances, stealthily, upon the lower half of the European side of the Bosphorus, and that they were slowly establishing themselves in the rear of the forts protecting that strait. Although but little news is heard in this locality, and that news very often incorrect, still, subsequent inquiries substantiated the above statement; in addition to which the Russians have torpedo-boats at Rodosto and at Varna, so that they could seize one side of the Bosphorus by a coup de main, and do immense damage to our fleet, should necessity compel us to enter the Black Sea. Our squadron is sadly in want of a few rapid torpedo launches, and it is to be hoped that the Admiralty will remedy the deficiency with some of the *Thornycrofts* they have recently purchased. A good story is told of a certain visitor who came on board an English gunboat, at Varna. The visitor was a Russian military officer; who was received with due honour, who bowed and saluted, but who could speak no language but his own. English, French, German, and Italian were tried, but without avail; not a word could be got out of the officer. At last an ingenious officer of the ship suggested by signs that the Moscow should go below into the wardroom, there to slay his morning thimble (and, knowing the taste of his guest, produced champagne. The wine had a most wonderful effect; after three or four glasses the guest remembered a few words of French, and his entertainer began to smelt a rat. Another bottle was brought, and by the time the bottom was reached the Russian gentleman was able to converse fluently in English. The story concludes with the guest putting his boots as to the disposable English force in the Black Sea, and it is needless to say that he was not told anything approaching to the truth. With a hearty laugh, he returned to his boat, a cheery 'Good-bye' coming over the water as he rowed to the shore."

"In consequence of the scarcity and dearth of provisions in Constantinople, the Ottoman Government have temporarily forbidden the export of food, the actual fact being that the capital was being drained to supply the Russian troops at the outer lines and at Rodosto. The Turkish Government appear to have recognised Rodosto as a Russian port. A Galata merchant writes to the *London Herald*, complaining that he paid expert duties at the

Turkish Custom House on goods sent to Rodosto, and the goods having been returned to him at Galata, the Turkish authorities charged again import dues, saying that Rodosto was in the hands of the Russians, and that he must pay the duties on goods coming from a Russian port."

"As fresh beef could not be obtained from Constantinople in consequence of the above-mentioned order, the squadron moved to the base of supplies. On the morning of the 9th inst. we weighed anchor, and slowly steamed down the Gulf of Imid, anchoring off the town at noon. From this place provisions of all kinds can be obtained. The locality is very pretty; the town is situated on the slope of a hill; the country round is very well cultivated, and an air of prosperity reigns everywhere. Wild fowl and game appear abundant, and the adventurous sportsman can find wild boar and deer in the interior. Imid is a modern town, built on the site of older buildings, which have been destroyed by earthquakes and by fire. The houses are built of wood, surrounded by gardens; the population is about 3500 inhabitants, a considerable reduction from that of the ancient city Nicomedia, from which it had its origin. It has a trade in wine, cotton, and silk, drawing these supplies from vast districts in Central Asia. The Turkish Government has a small arsenal there, and most of the coasting craft in the Sea of Marmara are built at Imid, wood being both plentiful and cheap."

"Our stay at Imid is most uncertain. As soon as we are permitted to draw our supplies from Constantinople the squadron will return to Tonzla Bay, possibly, it is whispered, a little nearer the capital than we have been before. The *Agincourt* and *Hotspur* remain at Gallipoli, where I understand they are having hard times, no provisions to be bought, weather intensely cold, and all sorts of disease raging in the town, smallpox especially, carrying off its victims by tens and twenties daily. The western division of the fleet, consisting of the *Ruby*, *Research*, and one gun-vessel, are on guard duty in the Gulf of Saros, steaming or sailing day and night, constantly watching the movements of the Russian soldiery, so that we have ships on the look-out on each side of Gallipoli peninsula."

"The *Devastation*, *Raleigh*, *Rupert*, and *Condor* remain in readiness at Beale Bay."

Dead Letters.

Amelon, Mrs., Passenger on board the *Pritho*, Hongkong.
Beldelman, Miss R., care of P. M. Office, Yokohama.
Borton, Mr. Woolahra, Sydney, N.S.W.
Bulley, K., 23, Egerton Street, Liverpool.
Cawse, Capt. Thomas, Ship *Cariolonus*, Amoy.
Cerruella, O., Passenger per *Amazon*, Singapore.
Coleborn, Thos., 54, Wheatland Lane, Seacombe.
Cracknell, W., engineer, Allahabad, India.
Evans, Miss L., Post Office, Ludgate Hill, London.
Gulon, Mr., Capitaine du *Jacques Cartier*, Mouline.
Healey, Mrs., 12, Woodside Street, Liverpool.
Kilburn, Mrs., 8, Albert Terrace, Liverpool.
Kilnead, Francis, Wilhelm, Platz, St. Paul, Hamburg.
Laws, Mrs., 3, Lion Street, Poplar, London.
Mathias, Mrs., 16, Paisley Street, Liverpool.
Mazzoldi, D. G., Torino, Italy.
Millegan, Miss, 3, Walnwright Street, Liverpool.
Mills, Henry, St. Catharine's City, Canada West.
Moore, M. J., 141, Pitt Street, Sydney, N.S.W.
Morley, G., Calcutta, River Darling, New South Wales.
Neustadt, J., Charlotten Strasse, No. 2, Berlin.
O'Connor, Mrs., Bonnet Hill, Dundee.
O'Keefe, Mrs., Dorset Street, Dublin.
Reld, Mrs., Avenue Street, Edinburgh.
Roupell, N. A., Waltham, Vizagapatam, India.
Rowland, T., Post Office, Commercial Road East, London.
Seymour, Captain, Barque *Antioch*, Hongkong.
Sjaavog, N., Narvik.
Sturt, N., Government Telegraph Department, Calcutta.
Sullivan, Miss, Post Office, Cardiff, Wales.
Syed Cheong Ally, care of Capt. Spoddy, Peera, India.
Tai Wo, 41, Hollywood Road, Hongkong.
Tench, M. P., 153, Fleet Street, London.
Treen, George, P. & O. S. S. *Pera*, Alexandria.
Vander, Pol, care of Messageries Maritimes, Hongkong.
Villa Os, L. F. D., Government House, Macao.
Wells, Geo. & Co., Colombo, Ceylon.
West, Mrs., Post Office, Southampton.
Williams, Miss, 16, Paisley Street, Liverpool.
Witt, S., Dammstrasse, No. 14, Kiel, Deutschland.
The above letters have been returned from various places at which the addressees cannot be found. If not claimed within ten days they will be opened and returned to the writers.

General Post Office, Hongkong, May 22, 1878.

A curious bit of bridge-building has been executed in the United States. On the morning of Saturday, March 9, the bridge on the Baritan River, at New Brunswick, New Jersey, which had formed part of the New Jersey Division of the Pennsylvania Railway, was burnt. As this structure was 1,050 feet in length, it was no easy task to replace it in a hurry, but by great skill and extraordinary exertion, Mr. W. H. Brown, the engineer of the Company, succeeded in accomplishing the feat of constructing a new bridge, capable of supporting the longest train, within 127 hours after the burning of the original bridge. So much was the work interrupted by storms and floods that the number of working hours was only sixty-seven.

A new instrument has been produced in America. According to the published description, its function is that, "placed upon a locomotive, it will raise its voice when desired, and announce, in giant tones that can be heard for miles, 'I am the engine Marmaduke, and will stop at Beacon station, or whatever other warning or information it chooses.' This instrument

might be usefully employed in this country, and on our most overladen railroads. Thanks to advertising enterprise, it is rarely possible to read the name of the station. One is impressed with the virtues of various articles of domestic use, but remains profoundly ignorant of where one is. The inarticulate howl of a railway porter is of no assistance whatever, inasmuch as by the exercise of a certain ingenuity he invariably produces a sound utterly unlike the name of the place to which he is attached. An aeroplane would be a vast improvement on the inarticulate porter."

Quotations.

HONGKONG, May 25, 1878.
OPIUM.—New Patna, cash, \$592½ a 585.
" credit, None.
" Old Patna, credit, None.
" New Benares, cash, 562½ a 555.
" credit, None.
" Old Benares, cash, None.
" credit, None.
" New Malwa, cash, 790.
" credit, 795.
" Allowance Tael, 12 s 24.
" Old Malwa, cash, —.
" credit, —.
" Allowance Tael, —.

CAMPION, 16.75 a 17.00
QUICKSILVER, 60.00 a 60.60
SALT PETRE, 6.25 a 6.80

Exchange.

Bank, on demand, 8/10½
" 30 days' sight, 8/10½
" 6 months' sight, 8/11 nom.
Credito, 8/11
Documentary, 6 months' sight, 8/11
Bombay, demand Rupees, 223 nom.
Calcutta, 714
Shanghai, demand, 728
" 30 days, 728
Bar Silver, 17, dwts B., 10 ½
Sycee, 8 ½
Mexicans, 1 p. 6 pm.
Gold Leaf, 28
English Sovereigns, 5.07
Australian Sovereigns, 5.07
Discount, 7 to 9 ½

Shares.

Hongkong Bank, 65 p. prem.
Union Ins. Society of Canton, \$1,325
China Traders' Ins. Co., \$1,300
Chinese Insurance Co., \$473
Yangtze Ins. Assoc., \$1,645
North China Ins. Co., \$1,950
H.K. Fire Ins. Co., \$700
China Fire Ins. Co., \$182
H.K. & W. Dock Co., 9 p. prem.
H.K. & C. M. S. Boat Co., \$4 d.
Shanghai Steam Navigation, \$1,21
Hongkong Gas Co., \$75
Hongkong Hotel Co., \$85
China Sugar Refining Co., 10 p. prem.
Chinese Imperial Loan, \$104
Do. of 1877, \$102.10.

Temperatures.

(Taken at Messrs Falconer & Co's Premises, Queen's Road.)
HONGKONG, May 25, 1878.
BAROMETER—9 A.M. 29.925
Do. 1 P.M. 29.894
Do. 4 P.M. 29.874
THERMOMETER—9 A.M. 74
Do. 1 P.M. 75
Do. 4 P.M. 76
Do. (Wet bulb) 9 A.M. 73
Do. Do. 1 P.M. 74
Do. Do. 4 P.M. 76
Do. Maximum 76
Do. Minimum over night 74

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers, &c.—

VESSELS TO ARRIVE

AT HONGKONG.
When left. Name. From.
Oct.
18, Oscar, Hamburg
Nov.
2, Minna, London
3, Elizabeth Shields, Hamburg
20, Jetty, Cardiff
Dec.
1, Glengaber, Flushing
2, Otto, Hamburg
19, Sedan, Cardiff
23, J. R. Worcester, London
25, G. B. S., Liverpool
Jan.
8, Korro, Penarth
13, Elveston, Cardiff
17, Hylton Castle, Greenock
22, Belle of Oregon, Liverpool
27, Earl of Devon, Antwerp
30, Elizabeth Childs, Plymouth
31, Wandering Jew, Penarth
Feb.
2, Per Ardua, London
7, Nourmahal, London
9, Lodore, Falmouth
9, Hedwig, Cardiff
9, Channell Queen, Cardiff
21, Magdala, Cardiff
28, Alveston, Penarth
28, Eleanor, Sydney
28, Emerald, Cardiff
28, Highlander, New York
Mar.
3, Prince Amadeo, Cardiff
6, Francis B. Fay, Sydney
8, Mabel Clark, Liverpool
9, Josephus, Penarth
12, Penrith, London
14, Bertie Bigelow, Flushing
18, Landseer, Liverpool
18, O. L. Pearson, Newcastle (N.S.W.)
19, Alice D. Cooper, Penarth
20, S. Vaughan, Cardiff
20, Sontag, Cardiff
28, R. Heman, Newcastle (N.S.W.)
28, Otway, Liverpool
28, Marilla II., Quakoven
28, Brantford, Antwerp
30, Imbat (s.), London
Apr.
6, Maritime Union, Cardiff
10, Patroclus (s.), Liverpool
LOADING FOR CHINA AND JAPAN PORTS.
At London.—Steamers via Suez Canal.
Glengyle, Gordon Castle, Sumatra.
Mikado, Sumatra.
Sailing Passes.
Robert Henderson, Asia, Malacca, Mako.
Dartmouth, Mako.
At Liverpool.
Aurora (s.), Achilles (s.)
Melrose, Importance,
Glenelg, Route Well.

Portfolio.

A SKETCH FROM NATURE.

I hear a noisy flock,
A herald has spoken,
The sweetest of birds,
Of summer's warm days,
No more lovers tarrying,
Their fond hopes enjoying,
Till time grows cloying,
Beneath the moon's rays.

Harsh breezes are sighing,
Earth's blossoms are dying,
Pale rose-leaves are lying,
Upon the damp lawn;
Bright hours are fleeting,
Mists come with chill greeting,
And cold is the meeting
Of evening or morn.

Gay summer is going—
The sweet meadow mowing,
The reaping and sowing,
Are over and past;
The robin is singing,
The summer's merriment,
While autumn is bringing
His yellow leaves fast.

As twilight falls lightly,
With gray shadow nightly,
The sun still looks brightly
Upon that red breast—
A look warm and glowing,
A last fond look throwing,
Where melody's flowing,
As he sinks to rest.

—Charles Curle.

JACK, THE DIVER.

"Too old to dive!" said he, with great emphasis; "not a bit of it. As soon as times get a little better I'll be at it again, and I'll make more money in one day than these land lubbers make in a month."

"But," continued he, his anger dying away, "you wanted me to spin a yarn about myself. Well, I was born in Dublin, old Ireland, in March, 1813. I went to sea when I was between 9 and 10 years old. I sailed almost all over the world. I went to the West Indies and to the East Indies. I saw considerable of war, too. I sailed on the English gunboat *Talavera*, of seventy-four guns, in '30. I was in the battle of Joan D'Arc, and received a medal for bravery while there. I sailed on the frigate *Brandywine* for two years and three months. Then I went on a West India mail steamboat. Finally I went aboard the steamer *Dix*. It was while I was on her that I began to dive. I came on deck one day, and in fun, said I would like to dive. I said—in sport, you know—that I didn't believe there was anything so great about diving after all. We had several with us, you know. We were raising a wreck in the English Channel. It was the wreck of an East Indian merchantman that was sunk. She was loaded with all sorts of merchandise. They were raising her with rubber bags. The divers would go down and take with him a big air-tight rubber bag. Each of them bags when filled with air would raise five tons. They were fastened all over the vessel and connected with rubber pipe. After we had fastened hundreds of them to her, air was pumped into 'em and they lifted that vessel out of the water just as easy as rolling off a log. It was to fasten on those air-bags that the divers were hired. I had often wished that I could be a diver, because they were getting \$45 a month, while we sailors were making only \$3. But I had never thought that I could, because I didn't suppose I had the grit to learn. Many a man got killed while learning to dive, you know. But as I was tellin' ye, one day I came on deck and was sayin' that I would like to dive, when the Captain took me up. Said he, 'I want you to go below and shorten up that wool rope.' I would have given more than anything to have got out of it, but I wasn't goin' to back down because if I had I would never have heard the last of it. I got on the armor, and in the afternoon I went below. I can't describe to you the feeling that comes over a man when for the first time he puts on the armor and gets ready to dive. The great heavy helmet makes him feel as if he was goin' to smother. As I looked at the long rubber pipe leadin' from the air pump to the helmet, I thought what if that should get broke while I was down below. Some careless fellow must step on it and shut off the air, and then what would become of me? Before I went down I had to learn the signals. Besides the long hose that came down and connected with my helmet, there was a life-line about my waist which a signal-man on deck held. That is of almost as much consequence as the hose. I was taught if I wanted more I should jerk on the hose once; if I wanted I should take up the slack on the hose, I was to pull three times on it. Then there were signals on the life-line. One jerk on the line meant 'Hold on!' one pull and a shake, 'Lower away!' two jerks, 'Pull up,' (whatever the tackle may be attached to) three pulls, 'Take me out.' There are several signals. There's one which every signal-man knows all about, that means, 'Pull me out quick, for God's sake!' Finally, after I'd got ready, they lowered me down. The minute I struck the water I felt all right. The heavy feeling of the armor went away, and I seemed as light as a feather. As soon as I struck the deck of the wreck I began to walk around. I couldn't see very well, and had to be careful not to get my life-line tangled in the rigging. I hadn't been down long before I wanted more air. I felt as if I was smothering. Oh, it was terrible. The most peculiar thing about a man's feelings, when for the first time he's down below a 'divin', is the pain that takes him in the head right behind the ears. It feels as if some one was sticking a sharp knife into him. It put me in terrible misery, and it was some little time before I got over it. I stayed down for an hour, and when I came up I felt pretty bad out of the eyes, ears, nose and mouth. But I felt big, I tell you, because I hadn't felt like that before."

Jack gave a graphic description of the appearance of the first sunken steamboat into which he ever went. It was about two miles from shore that the vessel had gone down. He went into her for the purpose of recovering her cargo. The bodies were of no consequence, he stated. "It is a singular fact," said he, in substance, "that the corpses of women in sunken vessels always lie face upward, while men are invariably face downward. The cabin of the vessel presented a horrid appearance. The bloated bodies all laid up next the ceiling. Some were clasped in each other's arms. One mother had in her arms her baby. A husband and wife were clasped in each other's embrace as firmly

as they could, not, pull them apart. It's a bad practice among some divers to go through the pockets of corpses that they find, and take all the valuables. I have known divers to make thousands of dollars in that way. There is a sort of a pocket in the armor, in which they carry tools, and I have seen divers come out of a wreck in which they had been working, with their pockets filled with gold watches, diamond rings, and pins, and all sorts of trash. I dove in Mobile Bay, where I put over 300 chains under an ironed cable. The greatest annoyance that we had there was sharks. They didn't hardly dare tackle us, because with our armor we looked more like scarecrows than anything else. They would come sailing along, and gradually swim up towards us with their great mouths wide open, but when they got within a few feet of us they would stop and lay there flapping their fins and looking it seemed to me, like the very devil, himself. Finally we devised a way to scare them so that they never failed to frighten them so that they would stay away an hour or longer before they dared to come back. The armor that we wear is air-tight, you know. Our jacket sleeves were fastened around our wrists with an elastic, so that the air could not escape. By running my finger under the sleeve of my jacket I could let the air out, and as it rushed into the water it would make a hissing noise and a volume of bubbles shoot up. So whenever those infernal sharks would come prowling around I would hold out my arm toward them, and, putting my finger under the elastic of my jacket sleeve, I would let a lot of air out, and send a stream of bubbles into the shark's face, with a hissing noise like steam from a gauge-cock. The way that those sharks would go scotting off was funny to behold."

"Jack," said the interviewer, "it is said that the submarine diving is very profitable business; what is the largest salary that you ever made?"

"I was working for Otis & Brothers, getting out bales of cotton. I was to have \$5 a day, work or play, and \$5 for every bale of cotton that I got out. I worked about six hours one day, and got out 485 bales of cotton. My income that day was \$2,420. I tell you, I have made enough to buy and sell many a rich man in this town; but bless you I could never keep it."

"I have had several narrow escapes from drowning," said Jack, as he re-lighted his ancient and much-tanned pipe, "but about the closest call was when I was workin' in the waterworks crib in Cleveland. You see much depends on having a good signal-tender. I can tell when some one else beside the regular signal-man steps up and takes hold of the line. So can any good diver, for that matter. There was a diver that worked for the Lake Shore Railroad Company when they were building the abutments of their new bridge across the Maumee. By the way, was paid \$40 a day for 100 days. He was working one day shortly after he had begun the job, and I went down to see him. The signal-tender asked me if I would take hold of the line. I did so, and gave it three or four little shakes that a good diver always understands. He immediately answered back and let me understand that he knew I was there. But I was going to tell you about that narrow escape. I had a signal-tender who didn't hardly understand his business. The mouth of the crib had been stopped up with dirt, and I was clearing it out. I had crawled through the entrance, which was a sort of door, and all at once, when I went to turn around, I pulled my helmet off. There I was, out in the water, where, in a short time, I knew I would drown. I pulled twice on the life-line for the signal-tender to pull me up, but he didn't do it. I felt that I was filling up with water fast, and I pulled again. But still he did not understand. Of course all my armor had filled with water, there was no air in it, I was held down by tons weight. Suddenly George, who I was telling you about, and who had just come down to see me, stepped up and took hold of the life-line, shook it, and asked me what I wanted. I had just strength enough left to give two hard pulls, which meant, 'Pull me up quick.' George, I afterwards heard them tell, yelled to the signal man and told him, 'Help me pull in that life-line, and pull for all you're worth, for Jack is drownin'!' They hauled me up out of there mighty quick, now I tell you, and it took lots of strength to do it, because my armor was full of water. When they got me to the surface I was clean gone, and it was more than an hour before I came to, enough to speak."

"The deepest water that I was in was 168 feet. When one is down so low in the water, one has to get up, and the air pump manned by six men working with all their might, and still I've been obliged to pull on the air-line and call for more air."

The old resident has a wife and family living in Blackwold, Eng., none of whom he has seen for years, and from whom he has not heard in some time. Out of his vast earnings he has saved but little—a farm of wild land near Manly, N. York, being about all his possessions. But he is happy, and what more could he desire?

MR. THOS. BRASSEY'S YACHT "SUNBEAM" IN CHINESE WATERS.

HONGKONG AND CANTON.

We extract the following from Mrs Brassey's new book, *The Cruise of the Sunbeam*—

Monday, February 26th.—At 4 a.m. we found ourselves close under the light on the eastern end of the island of Hongkong. We were surrounded by islands, and the morning was dark and thick; so we waited till 8.30, and then steamed on through the Howlong passage up to the city of Victoria, as it is really named, though it is generally called Hongkong. The channel is long, and in some places as narrow as the little gulch through a mountain pass, with barren hills and rocks on either hand; but the combined effect of the blue waters and red, brown, and yellow hills, is very fine.

Off the town of Victoria the crowd of shipping is immense, and it becomes a difficult task to thread our way between the fleets of sampans and junks. The latter are the most extraordinary-looking craft I ever saw, with high, overhanging sterns and roll, or rather draw, up sails, sometimes actually made of silk, and pulled like a lady's net ball-dress. Their decks are so crowded with lumber, live and dead, that you wonder how the boats can be navigated at all. But still they are much more picturesque than the Japanese junks, and better sea boats. The sampans are long,

boats, pointed at both ends, and provided with a small awning. They have deep keels, and underneath the floor there is a place for a cooking fire, another for an altar, and a third where the children are stowed to be out of the way. In these sampans whole families, sometimes five generations, live and move and have their being. I never shall forget my astonishment when, going ashore very early one morning in one of these strange craft, the proprietor lifted up what I had thought was the bottom of the boat, and disclosed three or four children, packed away as tight as herrings, while under the seats were half-a-dozen people of larger growth. The young mother of the smallest baby generally sits with the smallest baby strapped on to her back, and the next-door one in her arms, whom she is also teaching to row. The children begin to row by themselves when they are about two years old. The boys have a gourd, intended for a life-preserver, tied round their necks as soon as they are born. The girls are left to their fate, a Chinaman thinking it rather an advantage to lose a daughter or two occasionally.

Many of these sampan people have never set foot on shore in their lives, and this water-life of China is one of the most extraordinary features of the country. It is what strikes all travellers, and so has tempted me to a digression.

A lieutenant from the flag ship came on board and piloted us into a snug berth, among the men-of-war, and close to the shore, where we were immediately surrounded by sampans, and pestered by pommies Chinese clamouring on board. The donkey-engine, with well-regged hose, soon, however, cleared the docks, bulwarks and gangways, and we were not bothered any more.

After breakfast we landed on the Praya, a fine quay, extending the whole length of the town. On it are situated many of the large stores, offices, and markets of the city. The streets are wide and handsome, and the buildings in European style, with deep verandahs and arcades, all built of stone. The town is built on the side of a hill, with ferny, moss-covered banks, overhung by tropical trees, close to some of the principal offices. At the back are the mountains, the peak overhanging, with the signal station on the top, always busy at work, making and answering signals with flags as ships and junks enter or leave the harbour. Soldiers and sailors abound in the streets; and if it were not for the sedan-chairs and palanquins, in which everybody is carried about by Chinese coolies with enormous hats, one might easily fancy oneself at dear old Old, so much do these dependencies of the Crown in foreign countries resemble one another, even in such opposite quarters of the globe.

We were very anxious to leave the yacht here and to go up to Canton; but we find there is no possible hotel at the latter place. This is rather unfortunate, as, after our long residence on board, and all the knocking about at sea, the yacht requires repairing and refitting. She looks very well, but does not wear well, and in order to maintain her good looks she ought to receive a fresh coat at every port. We can only go up the Pearl River at the very top of the tide, for in several places there are not fourteen feet of water over the shoals. It will, therefore, take us two or three days to accomplish what the steamers do in six hours, and a great waste of time will be involved.

To-day, for the first time, we have heard 'pigeon English' seriously spoken. It is very trying to one's composure to hear grave merchants, in their counting-houses, giving important orders to clerks and compradores in what sounds, until one gets accustomed to it, like the silliest of baby-talk. The term really means 'business English'; and certain it is that most Chinamen you meet understand it perfectly, though you might just as well talk Greek as ordinary English to them. 'Take piecey missie one piecey bag topside,' seems quite as difficult to understand as 'Take the lady's bag upstairs' would be; but it is easier to a Chinaman's intellect.

From the Praya we went up the hill to write out names in the Governor's book. It was a beautiful road all the way, running between lovely gardens and beneath shady trees. Government House is a fine building, situated on a high point of land, commanding extensive views in every direction. After a pleasant chat we descended the hill again, and proceeded to the Hongkong hotel foriffin. It does not seem a very desirable abode, being large, dirty, and ill kept. At one o'clock a ball was given in what some of the guests ranked, and the visitors all various little tables, and took their places with various little tables, and were served with a 'scrambled' sort of meal by Chinese boys.

After this a carriage was sent for us, and we drove to the race-course. This is the fourth and last day of the races, and there is to be a ball to night to wind up with, to which every body seems to be going. The drive was a very pleasant one, the road presenting a most animated appearance, with crowds of soldiers, sailors, Chinamen, Parsees, Jews, all hurrying along by the side of the numerous sedan-chairs and carriages. We were puzzled to imagine where, on this rocky, hilly island, there could possibly be found a piece of ground flat enough for a race-course. But the mystery was solved when we reached a lovely little valley, about two miles from the town, where we found a very fair course, about the size of that at Chester, but not so dangerous. The grand stand is a picturesque object, with its thatched roof, verandahs, and sun-blinds. The interior, too, looks comfortably arranged, and certainly contains the most luxurious basket-chairs one could possibly desire. There are a lawn and a paddock attached, and very good temporary stables, over many of which are private stands and tiffin-rooms.

Hongkong races are a great event, and people come down from Canton, Shanghai, Macao, and all sorts of places for them. Everybody knows everybody, and it seems to be altogether a most pleasant social meeting. Many ladies were present. Some of the races were capital, the little Chinese ponies scuttling along at a great pace under their big riders, whose feet seemed almost to touch the ground. There was also a race for Australian horses. But the most amusing event of all was the last scramble for Chinese ponies ridden by Chinese boys, in which horses and riders seemed to be exactly suited to one another.

The sun went down, and it grew cold and dark before all was over. The gentleman who had been to the town, and I went down to the landing-place in solitary state in a carriage driven by an Indian coolie, attended by a Chinese footman. I was immediately surrounded by a gathering

of each individual member of which was anxious to greet the mariner of his own sampan. The carriage, having driven off, I was quite alone, and had some difficulty in dispersing them, and being allowed to enter the sampan I had selected. However, I did succeed at last, and making my boatmen understand that they were to take me to 'the white ship,' as the yachtsmen generally called, returned on board to rest.

Tuesday, February 27th.—Until half-past ten we were occupied in the pleasant task of reading news from home—all good this time, I am happy to say. At 10.30 we landed and went up the hill to breakfast with Sir Arthur and Miss Kennedy, and heard a good deal about the colony. It is very interesting to think that thirty years ago it scarcely existed, and now it is a large and flourishing place, with splendid houses, institutions, roads, and gardens. We were also most agreeably surprised by the beauty of the scenery. It is really lovely, and though the hills around are barren, wherever cultivation has been attempted, vegetation appears to flourish luxuriantly. The climate cannot be very bad, judging by the healthy look of the residents and troops. Typhoons seem to be the greatest drawbacks. They come without any warning, and it is impossible to guard against them and their disastrous effects. Thousands of lives, and millions of pounds' worth of property, are destroyed in a few hours. We have been shown some of the effects of a very severe typhoon that occurred in 1874. It seems almost incredible that the mere force of the wind can snap iron posts in two, break granite columns, and blow off heavy roofs.

After breakfast the ceremony of presenting the departing Government with a State umbrella took place. It was a token of respect from ten thousand Chinese inhabitants of Hongkong, and is the greatest compliment that can be paid to any official. It arrived in a large camphor-wood box, and the address, beautifully embroidered in gold thread and silk, was enclosed in a magnificent, sandal-wood box about four feet long, covered with the richest carving. Precisely at twelve some forty vermilion-coloured visiting cards were handed in, with the name of each member of the deputation written in Chinese and English characters. The visitors were all received in a large drawing-room, whilst we ladies observed the proceedings through the doors leading from a smaller room. It is not considered etiquette by the Chinese for ladies to appear at these public ceremonies.

After it was all over, a stroll through the town, and a look at the shops filled up the rest of the time in the morning, until we went on board to fetch the children for an expedition up the Peak to the signal station. As usual many visitors came on board the yacht, and it was later than we anticipated before we could make a start. I had to carry up the steep ascent in a chair, but the children and dogs thoroughly enjoyed themselves scampering about. The little ones picked heaps of flowers and ferns. The dogs had not been allowed to land before, as everybody told me they would be sure to be stolen directly. We returned on board before sunset, and had time for a little rest before some friends arrived to dinner. We have shipped two Chinese boys here to work in the pantry and kitchen. They are excellent servants as a rule, but how they will get on with the others, and how they will like the sea-life, remains to be proved.

Wednesday, February 28th.—I was up and off at half-past six to the market, and returned to a late breakfast on board; after which a large party of Chinese merchants came as a deputation to invite Tom to fix a day to dine with them. I think they proposed to pay him what is for them an unusual compliment, partly because they were pleased with some remarks he made yesterday at Government House, and partly because they think so much of his categories in making a voyage round the world in a yacht with his wife and family. They examined everything on board, and seemed to be specially interested in Tom's Board of Trade certificate, which one of their number translated in full for the benefit of the rest.

The Chinese part of the town stands quite away from the foreign settlement. It is dirty and crowded in spite of its wide streets, and the large, gaily coloured houses have the names and advertisements of their proprietors painted all across them. The theatre is in the middle of the city, and was densely crowded. A box had been reserved for us, for the ordinary seats are like a carpenter's bench. On the floor of the house men and women sat together, but in the galleries the men sat apart, and there were separate boxes for the women. The acting was rough, and accompanied by the most discordant music. The scenery consisted of an excessively rudimentary decoration, as you may imagine when I tell you that a sturdy hill, which the hero and heroine climbed with great difficulty was composed of five kitchen chairs arranged in a pyramid on the top of three kitchen tables, held in position by men in their ordinary dress. The fugitives were supposed to be a Tartar general and his wife, escaping from their enemies after a great battle. The fighting was renewed at intervals with great noise and spirit. Some of the costumes were very fine, and cost from 30l. to 40l. apiece.

From the theatre we drove to the Chinese hospital, and thence to the Chinese recreation ground, where we saw sundry itinerant quacks and vendors of all sorts of rubbish. As we were walking along, having left our chairs for a few minutes to look at the Chinese shops, a man picked my pocket of a one-dollar note. Mr. Freer and the Doctor saw, pursued, and caught him. He vehemently protested his innocence, but to no avail. They proceeded to strip him, found the note, gave him a good shaking, and told him to go.

Thursday, March 1st.—A most lovely morning ushered in the new month, which having come in like the most pleasant of lambs, will, we hope, not end like a roaring lion, but as we expect to be in the middle of the Bay of Bengal. We left the yacht at 7.30, and went on board the 'Kin-Shan,' which is a regular American river steamer, with beam engines and many deck-houses, which are painted white. The lower deck is crowded with the most inferior class of Chinese, some eight hundred of them being on board. It gave us rather a turn to see them all packed in under the hatchways and iron gratings. At each opening is posted an armed sentinel, ready to fire among the crowd in case of any disturbance. In the saloon, also, is a stand of pistols, and rifles with fixed bayonets ready for the European passengers to defend themselves with in case of emergency. There are very necessary precautions, on account of the numerous pirates who occasionally ship in disguise among the crowd, murder the passengers and crew, and take possession of the steamer. Not quite two years ago

a vessel, belonging to this same company, was assailed in that way. Every one on board was murdered, and the ship taken to Macao. But this voyage was more prosperous, the captain was most kind and polite, and the boat clean and comfortable. An excellent breakfast, and an elaborate tiffin were served at noon, all for the sum of four dollars a head, including wine, beer, and spirits ad libitum.

On first leaving Hongkong the course lies between islands and through fine mountain passes. Later on the country becomes flat, and uninteresting, till the Bogue Forts are reached. Here are to be seen the remains of the old forts knocked down by the French and English guns.

About one o'clock we reached Whampoa, the leading port of Canton. The Pearl River is too shallow for large steamers to go up any higher; so we stopped here only a few minutes to disembark some of the Chinese passengers, and from this point the interesting part of the voyage began. The river, as well as all the little supplementary creeks, was alive with junks and sampans—masts and sails stuck up in every direction, gliding about among the flat paddies. Such masts and sails as they are, the mandarins' boats, especially, are so beautifully carved, painted, and decorated, that they look more as if they were floating about for ornament than for use. Just about two o'clock our large steamer was brought up close alongside the wooden pier as easily as a skiff, but it must require some skill to navigate this crowded river without accident. On the shore was an excited waiting crowd, but no one came to meet us, and we had begun to wonder what was to become of us—what we should do, and whether we should go in a strange city, where we did not know a soul—when we were relieved from our embarrassment by the appearance of the Vice-Consul, who came on board to meet a friend. He told us that, owing to an expected fall, all the houses were unusually full, and that not one of the people who had been written to could take us in. This was rather bad news, but we felt sure that something would turn up.

We landed, and, after proceeding a short distance along the dirty street, came to a bridge with iron gates, which were thrown open by the sentry. After crossing a dirty stream we found ourselves in the foreign settlement—Shamoen it is called—walking on nice turf, under the shade of fine trees. The houses of the merchants which line this promenade are all fine, handsome, stone buildings, with deep verandahs. At the back there are compounds with kitchen gardens, and under the trees dairy cows are grazing. Every household appears to multiply itself with garden and farm produce, and the whole scene has a most English, home-like appearance. We went first to the Vice-Consul, and then to the Jardine Hong. All the business houses retain the names of the firms to which they originally belonged, even when they have passed into entirely different hands. After a little chat we went on to the Deacon Hong, where we found they had just done tiffin, and where we met some old friends.

By the kindness of various people, to whom we were introduced, we all found ourselves gradually installed in luxurious quarters. As for us, we had a large room, comfortably furnished in English fashion, with a bath-room attached. All the houses are very much alike, and are fitted up in an equally comfortable style.

About three o'clock we started in five chairs, with Man-look-Chin for our guide. Tom vigorously protested against not being allowed to use his own legs, but everybody assured him that it was impossible in the crowded streets of the city, so he had to submit to being carried. No Chinaman, except those employed by foreigners, is allowed to cross any of the bridges over the stream, which completely surrounds the foreign settlement, and makes the suburb of Shamoen a perfect island. There are iron gates on each bridge, guarded by sentries in the state of things presented by the two sides of the bridge is most marvellous. From the quiet country park, full of large villas and pretty gardens, you emerge into a filthy city, full of a seething, dirty, population, and where smells and sights of the most disgusting description meet you at every turn. People who have seen many Chinese cities say that Canton is the cleanest of them all. What the dirtiest must be like is therefore beyond my imagination. The suburbs of the city, where all sorts of cheap eating-shops abound—where the butchers and fishmongers expose the most untempting-looking morsels for sale, and where there are hundreds of all sorts of nasty-looking compounds, done up ready for the hyge of the smallest portion, take a home—are especially revolting. The Chinese, however poor, like several courses to their meals, which are served in little bowls on a small table to each person, and eaten with chopsticks, as in Japan. It is to gratify this taste that what we should think a very minute fish, or a tiny chicken, is cut up into half-a-dozen pieces and sold to several purchasers.

I have been told that only the captain and one or two passengers were killed, and the vessel run ashore near, not at Macao.

(To be continued.)

BONAPARTE'S MANNER.—Generally the speeches of Bonaparte were loud and sparkling; they were concise, vigorous, full of power and ease, but wanting in feeling. The impression excited by this young man was a painful admiration; the mind was dazzled by the superiority of his talents, but the heart felt oppressed. There was not to be found in him any trace of that generous magnanimity that forestalls confidence, and forms the most beautiful feature in the character of heroes. Among the personages met in the different scenes just described, Bonaparte alone seemed to possess the habits and easy air given by frequent society. His smooth burn hair was dressed in a cue, it was not powdered, and hung very low over his forehead and the sides of his face; his eyes were red with fatigue. He had the smooth yellow coloring that physiologists state to belong to melancholy temperaments, and in his opinion, an index of the greatest powers of mind. Lastly, as said before, he was quite destitute of gentleness or grace. His actions and words always bore the impress of a harsh arrogance, making his superiority always felt, but by making others ill at ease. As he was going away the Marquis Henry somewhat happily expressed the painful feeling he had experienced. 'I say, cannot you love you as much as they are compelled to love and admire you?'—*Reflections of the Marquis de Beaumont.*

JOSEPH BILLINGS-GATE.

When a man gets his heart broke he generally puts it to soak in whiskey.

The strongest kind of men are those who have got the most weaknesses and know it. The great weakness of most people lays in the fact that their natures know them better than they know themselves.

I notice one thing, the man who rides on the cars every day is satisfied with one seat, but the man who rides once a year wants at least 4.

Lasting reputations are a slow growth. The man who wakes up famous sum morning is quite apt to go to bed sum night and sleep it all off.

Friendship don't appear to be any thing more than a business operation, into which man puts a certain amount of capital, and then commences trading upon it.

Young man, husband your pleasures; there is not only more fun but more length to the fun in smoking alone than a straw than drinking it out of a four-quart pitcher.

Beware of that all and suspicious knitter, the man who knows there is going to be a sudden rise in hens' eggs, and lent tell it without taking you 'out behind the barn' to whisper it in your ear.

I wouldn't give 10 cents a yard for all the pedigree in the world; if a man has got a level head on his shoulders, and an honest harte in his body, he has got all the pedigree I am in search of.

I am always a little suspicious of the old phellow who is forever preaching morality and the 10 commandments; I often find that his morality dates no further back than the time that the handle of his own pashuns went out.

A THRENODY.

"The Akhond of Swat is dead"—*London Papers of January 22.*

What, what, what,
What's the news from Swat?
Sad news,
Sad news
Comes by the cable led
Through the Indian Ocean's bed,
Through the Persian Gulf, the Red
Sea and the Med-
iterranean—his dead—
The Akhond is dead!

For the Akhond I mourn,
Who wouldn't?
He strove to disregard the message stern,
But he Akhondn't.

Dead, dead, dead;
(Sorrow, Swats!)
Swats who has wif' Akhond fled,
Swats whom he hath often led
Onward to a gory bed,
Or to victory,
As the case might be,
Sorrow, Swats!
Tears shed,
Shed tears like water
Your great Akhond is dead!
That's Swat's the matter!

Mourn, city of Swat,
Your great Akhond is not,
But lain mid worms to rot.
His mortal part alone, his soul was caught
(Because he was a good Akhond)
Up to the bosom of Mahound.

Let Swat bury the great Akhond
With a noise of mourning and of lamentation!
Let Swat bury the great Akhond
With the noise of the mourning of the Swat-
tish nation!

Fallen is at length
Its tower of strength,
Its sun is dimmed ere it had nooned,
Dead lies the great Akhond,
The great Akhond of Swat
Is not!

Miscellaneous.

AN EYE TO THE MAIN CRANK.—The Major—"You're a very nice fellow, Tommy! Don't most people tell you so?" Tommy—"Yes, they does; and they often gives me something."

THE Grand Orient of France, having eliminated the name of the Supreme Being from its proceedings, the Grand Lodge of English Freemasons have opposed such a step, a belief in the Great Architect of the Universe being one of the landmarks of Freemasonry.

OCEAN TEMPERATURE.—The temperature of the ocean is invariably highest at the surface. Down to 100 fathoms it cools rapidly, more slowly to 500 or 600 fathoms, and with extreme slowness to the bottom, where it is almost uniform. At Fernando Noronha, almost under the Equator, it actually reaches almost to the freezing point at the greatest depth, while at the surface its mean is 21 degrees centigrade and the mean heat of the crust of the earth is not less than 8 degrees centigrade. The explanation of this low bottom temperature is the constant current of cold water which wells up the deep Atlantic at deep levels from the Antarctic Sea, interrupted only by certain accidental barriers, while the heat of the surface is regulated by other sea universal agencies. It is supposed that this constant influx from the south is neutralized by the greater evaporation in the more northern regions, while the supply is kept up by the great deposits of rain and snow in the extreme north. The Arctic Sea, being nearly landlocked and of smaller extent, appears to have little influence.—*London Spectator.*

Tax following, according to the *Times* Calcutta Correspondent, is the pecoration of Lord Lytton's remarkably powerful and brilliant speech.

"I am unwilling to hamper the diffusion of honest thought; but I recognize in the present condition of the populations committed to our charge the clear and obvious duty of checking the propagation of sedition, and preventing ignorant, foolish, and irresponsible persons from recklessly destroying the noble edifice which still generously shelters even its vile detractors. That edifice has been slowly reared by the genius of British statesmanship utilizing the achievements of British valour. It was founded by English enterprises and demant by English blood, and is adorned with the brightest memorials of English character. The preservation of this great Imperial holpion is the first and highest duty of those to whose charge the inheritance is entrusted—a duty owed to the memory of our fathers, as well as to the interest of our children; to the honour of our Government, and less than to the welfare of all her subjects in India."

CHINA



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HONGKONG, SATURDAY, MAY 25, 1878.

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LAMBERT, ATKINSON & CO.

HAVE FOR SALE.

VEYRONS' FRENCH COFFEE MACHINES, Assorted Sizes, New System, with Automatic Lamp. COFFEE ROASTERS, and COFFEE MILLS. SETS OF GARDENING UTENSILS. GENTS' TOOL CHESTS. MASSEY'S PATENT LOGS. METALLIC MEASURING TAPES, in strong Leather Cases. HAMMERS. DOG COLLARS and CHAINS. SAILORS' SEWING and ROPING PALMS. COPPER SIGNAL LAMPS, & MAST-HEAD LAMPS, fitted with Dioptric Lenses according to the latest Admiralty Regulations. DIOPTRIC LENSES for Signal Lamps. PORTHOLE GLASSES, assorted sizes. BOOKS.

TRAVELLERS' GUIDE BOOKS. LETTIS'S DIARIES, for 1878. NOVELS. SCHOOL BOOKS. WORKS OF REFERENCE and GIFT BOOKS.

SHEET MUSIC and SONGS. IMPERIAL TRACING PAPER. RODGERS' CELEBRATED CUTLERY. MARTIN BROS.'S SCISSORS. MANIFOLD WRITERS. LETTER SCALES.

STATIONERY OF ALL KINDS. BROWN WRAPPING PAPER. CARD-BOARD, Assorted Colours. DATE RACKS. INVOICE FILES. QUILL PEN-MAKING MACHINES. UNDERWOOD'S BLACK WRITING INK. MAUVE INK. MAYNARD & NOYES' WRITING and COPYING INK. MUGILAGE, &c., &c., &c.

KELLY & WALSH'S CELEBRATED SMOKING MIXTURE, and

HAPPY THOUGHT TOBACCO.

Very Fine MANILA CIGARS, CIGARETTES, &c., &c.

BARCLAY & PERKINS' PORTER, in Hhds. and Kilderkins.

Finest CHERBOURG BUTTER, in Bottles.

Hongkong, May 6, 1878

CHINA SUGAR REFINING COMPANY, LIMITED.

THIS REFINERY MANUFACTURES

LOAF SUGAR, (in 5, 10, and 15 lbs. Cnt and Powdered LOAF SUGAR. CUBE SUGAR (Lyle's Patent), shortly. CRYSTALLIZED SUGAR, mark C. S. R. (in diamond) A IIII*.

Fine WHITE SUGAR, mark C. S. R. (in diamond) A IIII*.

Medium WHITE SUGAR, mark C. S. R. (in diamond) A IIII*.

Fine YELLOW SUGAR, mark C. S. R. (in diamond) A IIII*.

COFFEE SUGAR, mark C. S. R. (in diamond) B I.

GOLDEN SYRUP, SYRUP, and MOLASSES.

SPIRITS OF WINE and LAMP SPIRIT. RUM 48° 30° O. P., and Naval.

ANIMAL CHARCOAL and DUST. AMMONIACAL LIQUOR, from Bones.

BONE TAR (a preventive of white ants). BOUGH BONE TALLOW.

Packed in Quantities and Packages to suit Customers.

Particulars and Prices on application to THE MANAGER, CHINA SUGAR REFINING Co., Limited, East Point, Hongkong.

March 5, 1878. ees

BEST QUALITY CARDIFF STEAM COAL for Sale, ex Godown.

Apply to BATTLES & Co. Hongkong, December 3, 1877.

FOR SALE.

THE 90 A 1 BRITISH STEAMSHIP "ARGENTINO," 915 Tons Register (1426 Tons Gross). For Particulars, apply to the Captain on Board. Hongkong, May 4, 1878. jell

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I. and II. A to M, with Introduction. Royal 8vo, pp. 404.—By ERNEST JOHN EITEL, Ph.D. Tubingen. Price: FIVE DOLLARS, or TWO DOLLARS AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai. Hongkong, March 1, 1878.

For Sale.

FOR SALE.

ICE CHESTS, THE LATEST AMERICAN IMPROVEMENT. ICE PAILS, Plates and Tongs. AMERICAN PORCELAIN-LINED ICE PITCHERS. POCKET SIPHONIAS, Weight only 12 Ounces. AUTOMATON UMBRELLAS.

The New BROWN and BLACK FELT HATS. Summer STRAW HATS.

FORD'S EUREKA SHIRTS, COLLARS ATTACHED. REMINGTON MATCH RIFLES.

SHORT SNIDERS, with SWORD BAYONETS. NEW STYLES in FRENCH BRACES.

Very Fine MANILA CIGARS, \$9.50 per Box of 500. AIR CUSHIONS and BEDS.

SWIMMING BELTS. THIN SILK SCARVES for Summer.

Light French Summer BOOTS and SHOES. A Large Collection of OLEOGRAPHES.

COIR DOOR MATS, in all Sizes. HAND VALISES.

BARON LIEBIG'S FOOD for ADULTS, a complete substitute for COD LIVER OIL. BARON LIEBIG'S FOOD for INFANTS—out of 1,000 Children fed on this Food, the mortality in one year amounted to only Four Deaths, and these were hopeless, or nearly so, before being put on this Food diet.

The New Food Warmer, THE MOTHER'S FRIEND, keeps Food Warm for 12 hours. French COFFEE MACHINES.

MAPLE SYRUP. FRUIT and LIME-JUICE SYRUPS.

LANE, CRAWFORD & CO.

Hongkong, May 9, 1878.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

MONDAY,

the 27th May, 1878, at Noon, on the Premises,—

All that PIECE or PARCEL OF GROUND, situated near the No. 1 Police Station, East Point, and Registered in the Land Office as Inland Lot No. 483, Containing 5,000 Square Feet, together with the 6 HOUSES built thereon.

TERMS OF SALE.—One-half of the purchase money to be paid on the fall of the hammer, and the balance on completion of the Deed of Transfer, the expenses of which to be paid by the purchaser, and the property to be at the risk of the purchaser from the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.

Hongkong, May 15, 1878. my27

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

MONDAY,

the 27th May, 1878, at 12.30 p.m., on the Premises,—

All those PIECES or PARCELS OF GROUND, situated in Fook-hing Lane, Jardine's Bazaar, East Point, and Registered in the Land Office as Inland Lots Nos. 317, 319, 458, 459, and 460.

For further particulars, apply to the Undersigned.

TERMS OF SALE.—One-half of the purchase money to be paid on fall of the hammer, and the Balance on completion of the Deed of Transfer, the expenses of which to be paid by the purchaser, and the property to be at the risk of the purchaser from the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.

Hongkong, May 16, 1878. my27

Intimations.

CHINA SUGAR REFINING COMPANY, LIMITED.

IN Accordance with the Articles of Association, the FIRST MEETING of SHAREHOLDERS in the above Company will be held at the Office of the Undersigned at 8 p.m., on TUESDAY, 28th Instant.

JARDINE, MATHESON & Co., General Agents. Hongkong, May 17, 1878. my28

ORIENTAL SUGAR REFINERY.

THE Undersigned, having effected a LEASE of the above PROPERTY, PLANT, &c., have to request that, until further notice, all COMMUNICATIONS with reference to the Business of the said Refinery be MADE TO THEM, either at their Offices, Queen's Road, or at the Refinery Premises.

ADAMSON, BELL & Co. Hongkong, May 23, 1878. my30

DENTAL NOTICE.

DR. ROGERS begs to intimate to his Friends that he is about to visit SHANGHAI, and will be absent from Hongkong from April 1st to June 15th.

Hongkong, March 4, 1878.

Intimations.

KELLY & WALSH'S CELEBRATED TOBACCOES

Packed specially for this Climate.

BRANDS.

Smoking Mixture. Mild Strength. Happy Thought. Medium Strength. Dollar Brand. Full Strength.

The above-named Tobaccos are out and packed under our own supervision from the stock received fresh each month from the manufacturers.

AGENTS.

HONGKONG.—Messrs. LAMBERT, ATKINSON & Co. AMOY.—"MOALLE & Co. FOOCHEW.—"HEDDE & Co. SWANOW.—"CAMPBELL & Co. H. S. S. & Co. TIENTSIN.—"G. W. COLLINS & Co. NEWCHANG.—"F. A. SCHULZE & Co.

KELLY & WALSH, Shanghai. KELLY & Co., Yokohama.

NOTICE.

SHIPOWNERS and OTHERS desirous of giving evidence or expressing their views on the subject of the "MERCHANT SHIPPING CONSOLIDATION BILL," now under the consideration of a Special Committee of the Legislative Council, are invited to notify to the Undersigned the particular Points on which they wish to be heard, in order that an opportunity may be afforded them of being in attendance when the proper time arrives.

By Command, H. E. WODEHOUSE, Clerk of Council.

COUNCIL CHAMBER, May 22, 1878.



HONGKONG VOLUNTEERS.

23rd May, 1878.

UNTIL further orders, DRILLS will take place in the MORNINGS from 6.30 o'clock to 7.30 o'clock, and AFTERNOONS from 5.30 o'clock to 6.30 o'clock. There will be no Parade on Saturday next. Uniform not to be worn on Parade this week. The Day for commencing Parade in Uniform will be notified.

T. C. DEMPSTER, Captain 28th Regt., Commandant.

NOTICE.

PACIFIC MAIL STEAMSHIP Co.

THE DEPARTURE of the Company's Steamer "CITY OF PEKING" is unavoidably POSTPONED until further notice.

RUSSELL & Co., Agents. Hongkong, May 20, 1878. my27

OCCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.

THE DEPARTURE of the S. S. "BELEGIO" is POSTPONED until TUESDAY, the 28th Instant, at 3 o'clock p.m.

G. B. EMORY, Agent. Hongkong, May 23, 1878. my28

Shipping.

Steamers.

FOR SHANGHAI. The Steamship "AMOY," G. H. DARWES, Master, will be despatched for the above Port on SUNDAY, the 26th Instant, at 10 a.m.

For Freight or Passage, apply to SIEMSEN & Co. Hongkong, May 24, 1878. my28

FOR MANILA VIA AMOY. The Spanish Steamer "EMUY," BLANCO, Master, will be despatched as above on MONDAY Next, the 27th Instant, at 5 p.m.

For Freight or Passage, apply to REMEDIOS & Co. Hongkong, May 24, 1878. my27

FOR MANILA. The Spanish Steamer "SORBOGON," LOPEZ, Master, will have quick despatch for the above Port.

For Freight or Passage, apply to VOGEL, HAGEDORN & Co. Hongkong, May 20, 1878.

FOR SAN FRANCISCO. The A 1 American Ship "GREAT ADMIRAL," BENJ. THOMPSON, Master, having the greater portion of her Cargo engaged, will be despatched to the above port on June 6th.

For Freight, apply to RUSSELL & Co. Hongkong, May 15, 1878. jell

FOR NEW YORK. The A 1 American Bark "H. G. JOHNSON," COLBY, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, May 20, 1878.

FOR SAN FRANCISCO. The A 1 American Bark "P. J. CARLETON," AMESBURY, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, April 8, 1878.

Shipping.

Steamers.

FOR SYDNEY & MELBOURNE (DIRECT.)

Taking Cargo and Passengers for all Australian and New Zealand Ports.

The Australasian Steam Navigation Co.'s Steamship "OCEAN,"

due here on the 28th Instant, will load New Teas at Foochow as above, and receive prompt despatch.

For Freight or Passage, apply to Messrs RUSSELL & Co., Foochow.

Or, GEO. R. STEVENS & Co., Agents.

Hongkong, May 10, 1878.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "VOLGA,"

Commandant ROLLAND, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

H. du POUY, Agent.

Hongkong, May 18, 1878.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "YANG-TSE,"

Commandant RAPATTEL, will be despatched for SHANGHAI shortly after her arrival from Europe.

H. du POUY, Agent.

Hongkong, May 18, 1878.

Sailing Vessels.

FOR SYDNEY (DIRECT.)

The A 1 British Bark "HELENS,"

INKSTER, Master, having the greater part of her Cargo engaged, will have quick despatch.

For Freight or Passage, apply to CARLOWITZ & Co.

Hongkong, May 17, 1878. jell

FOR LONDON. The A 1 British Bark "DEVANA,"

W. MAY, Master, will load here and have quick despatch.

For Freight, apply to MEYER & Co.

Hongkong, May 1, 1878. tl

FOR HONOLULU. The A 1 American Bark "FRANK MARION,"

ELDRIDGE, Master, will load here for the above Port, and have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, May 15, 1878.

FOR SAN FRANCISCO. The A 1 American Ship "GREAT ADMIRAL,"

BENJ. THOMPSON, Master, having the greater portion of her Cargo engaged, will be despatched to the above port on June 6th.

For Freight, apply to RUSSELL & Co.

Hongkong, May 15, 1878. j

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL

UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "BELGIC" will be dispatched for San Francisco via Yokohama, on TUESDAY, the 28th May, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai. Freight will be received on Board until 4 p.m. of the 27th May. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required. A REDUCTION is made on RETURN PASSAGE TICKETS. SPECIAL REDUCTIONS granted to Officers of the Army and Navy and to Members of the Civil and Consular Services. For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central. G. B. EMORY, Agent. Hongkong, May 23, 1878. my23



STEAM FOR Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton, and London direct, Also, Bombay, Madras, Calcutta, and Australia.

THE PRINCIPAL AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "LOMBARDY," Captain J. ORMAS, will leave this on SATURDAY, the 1st June, at Noon.

For further Particulars, apply to A. LIND, Superintendent. Hongkong, May 18, 1878. jel

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AS YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF PEKING" will be dispatched for San Francisco, via Yokohama, on the 28th May, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers. A REDUCTION OF TWENTY PER CENT on regular rates is granted to OFFICERS OF THE ARMY AND NAVY, AND MEMBERS OF THE CIVIL AND CONSULAR SERVICES IN COMMISSION.

Freight will be received on board until 4 p.m. of the 27th May. PARCEL PACKAGES will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 37, Queen's Road Central. RUSSELL & Co., Agents. Hongkong, May 20, 1878.

NOTICES TO CONSIGNEES.

OCCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.

CONSIGNEES of Cargo by Steamship "BELGIC" are hereby notified that their Goods are being landed and stored at their risk in the Company's Godowns, at West Point, from whence delivery can be obtained upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 30th instant will be subject to rent. No Fire Insurance has been effected.

G. B. EMORY, Agent. Hongkong, May 23, 1878. my30

SHIP SIR HARRY PARKES, FROM LONDON.

THE above-named Vessel having arrived, Consignees of Cargo by her are requested to send in their Bills of Lading to the Underwriter for countersignature, and to take immediate delivery of their Goods. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAFFRAIK & Co., Agents. Hongkong, May 23, 1878.

NOTICES TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S. "Historian" having arrived from the above Ports, Consignees of Cargo are requested to send their Bills of Lading to the Underwriter for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co. Hongkong, May 20, 1878. my27

NOTICE TO CONSIGNEES.

CONSIGNEES of the Undermentioned Cargo are hereby informed that unless the same be taken delivery of within one month from this date it will be sold to pay expenses.

Ex "Argentine," 30th April, 1877, M. 10 Cases.

Ex "Elgin," 26th May, 1877, W S (in diamond) 8 Cases.

D S & Co. (in diamond) 1 Box.

JARDINE, MATHESON & Co. 7, Queen's Road, Hongkong, May 4, 1878. jel

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Underwriter for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected. R. DU POUEY, Agent.

Ex "Iracouady," K (in diamond) 515/24 Order, from 10 cases Worsteds, London.

Ex "Sindh," LA 6/7 Order, 2 cases Fire, from Arms, Marseilles.

Hongkong, May 18, 1878.

NOTICES OF FIRMS.

NOTICE.

MR. WILLIAM HENRY BARTON, Jr., is This Day admitted a Partner in our Firm.

GILMAN & Co. Hongkong and Foochow, May 1, 1878. jel

NOTICE.

THE Interest and Responsibility of Mr EDWARD CUNNINGHAM in our Firm in Hongkong and China, CEASED on the 31st December last.

RUSSELL & Co. China, March 8, 1878. se8

NOTICE.

THE Interest and Responsibility of Mr M. S. GUBBAY in our Firm CEASED on the 31st December, 1877.

DAVID SASSOON, SONS & Co. Shanghai, May 11, 1878. my29

NOTICE.

THE PARTNERSHIP existing between Mr JOHN G. PURDON and Mr HENRY W. DAVIS in Hongkong and Canton, under the Style of Purdon & Co., is This Day Dissolved by mutual consent; either Partner will sign in liquidation, and the Business will be carried on by Mr H. W. DAVIS under the Style of DAVIS & Co.

PURDON & Co. China, April 30, 1878.

MR. HENRY W. DAVIS retires from, and his Interest and Responsibility CEASED in our Firm at Foochow from the 30th ultimo; and Messrs JOHN ANDREW MAITLAND and EDWARD PYE HAGUE are admitted PARTNERS therein from This Date.

PURDON & Co. China, May 1, 1878.

MR. JOHN GRAEME PURDON is This Day admitted a PARTNER in our Firm.

MAITLAND & Co. Shanghai, May 1, 1878.

MR. CHARLES COLE is authorized to sign our Firm pro procurator at Foochow.

PURDON & Co. Foochow, May 1, 1878. jel8

NOTICE.

THE Interest and Responsibility of the Undermentioned in the Chinese Mail, 華字日報 (Wah Tze Yat Po), CEASED from the 1st August, 1877, but Debts prior to that Date will be received and paid by him.

CHON AYIN. Hongkong, April 6, 1878.

NOTICE.

IN Reference to the above, the Undermentioned has taken the Chinese Mail from the 1st August, 1877, and has engaged the services of Mr LEONG YOK CHOW, as Translator and General Manager of the newspaper, which under its new regime will be found to be as hitherto, an excellent medium for advertising, especially as the Manager is able to devote his whole attention to the conduct of the Newspaper.

KONG CHIM. Editor of the Chinese Mail. Hongkong, April 6, 1878.

INSURANCES.

YANGTZE INSURANCE ASSOCIATION.

CAPITAL—Fully Paid-up.....Tls. 420,000
PERMANENT RESERVE....." 230,000
SPECIAL RESERVE FUND....." 104,000
Total Capital and accumulations this date.....Tls. 754,000

Directors:

F. B. FORBES, Esq., Chairman.
M. P. EVANS, Esq. O. LUCAS, Esq.
C. KREBS, Esq. Wm. MEYER, Esq.

Secretaries:

Messrs. RUSSELL & Co., Shanghai.
London Bankers:
Messrs. BARNES BROTHERS & Co.

HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

POLICIES granted on Marine Risks to all parts of the World, at current rates. Subject to a charge of 12% for interest on shareholders' Capital, ALL THE PROFITS OF THE UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co., Agents. Hongkong, May 10, 1878. ocl

CHINESE INSURANCE COMPANY, (LIMITED.) NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World, in accordance with the Company's Articles of Association. Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., General Agents. Hongkong, April 17, 1878.

ROYAL INSURANCE COMPANY.

THE Undermentioned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co., Agents, Royal Insurance Company. Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.
CAPITAL £2,000,000.

THE Undermentioned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents. Hongkong, July 6, 1878.

SHEONG ON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors.
KWOK ACHONG, Merchant.
Ho YIM, Merchant.
Ho Sze, of Hop Yik Chan, Merchant.
Loo Yee, of Lai Yee On Hong, Merchant.
Lee Sze, of Lai Yee On Hong, Merchant.
CHONG SING YONG, Merchant.
CHOY CHAN, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on Buildings and on Goods stored therein at CURRENT RATES, subject to Discount of 20% on the Premium.

OFFICE, Nos. 8 and 9, Praya West. Hongkong, August 23, 1877. an23

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Undermentioned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows—

Marine Department.
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding \$5,000 at reduced rates.

ROLLIDAY, WISE & Co. Hongkong, July 24, 1878.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undermentioned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

ROLLIDAY, WISE & Co. Hongkong, October 14, 1878.

INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES. JAS. B. COUGHRIE, Secretary. Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—Two Millions STERLING.

THE Undermentioned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, terms of proposals or any other information, apply to ARNOLD, KARBURG & Co. Agents, Hongkong & Canton. Hongkong, January 4, 1867.

QUEEN FIRE INSURANCE COMPANY.

THE Undermentioned are prepared to grant Policies against FIRE to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents. Hongkong, January 1, 1874.

Intimations.

W. BALL,

CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG, Near the Canton Steamer's Wharf. Hongkong, July 13, 1876.

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued daily instead of twice weekly as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the Chinese Mail. The unusual success which has attended the Chinese Mail makes it an admirable medium for advertisements.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

Chinese Mail Office, 17th February, 1874.

AFONG,

PHOTOGRAPHER,

by appointment, to H. E. SIR ARTHUR KENNEDY, H. E. ADMIRAL ALFRED P. RYDER, and to H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

HAS on hand the Largest and Best collection of Views of China, Photographs of the Ruins and destructions at Canton, caused by the Tornado of the 11th Instant. Coloured Photographs of English Ladies, Russia, Leather, Velvet, Morocco, and Carved-wood Photographs, Albums, Scrap Books, Armorial Monograms and Postage Stamp Albums, Frames and Cases, Gilt-Moulding for Frames, all of assorted sizes, tastes and prices.

NOTICE OF REMOVAL.

The above has the pleasure to inform his numerous Customers and the Public of Hongkong, that his Photographic Establishment is removed to the Newly-erected Commodious Building in Queen's Road Central, next to Messrs BARBER & Co.'s. Hongkong, April 28, 1878.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS for the use of Ladies and Gentlemen, are now ready at this Office—Price, 1/6 each.

CHINA MAIL OFFICE.

Intimations.

Volume Sixth of the "CHINA REVIEW."

Now Ready.

No. V.—Vol. VI.

—OF THE—

"CHINA REVIEW"

CONTAINS—

Bibliography of the Chinese Imperial Collections of Literature.

Imperial Confucianism.

The Tang Kou Chi.

Geographical Notes on the Province of Kiangsi.

Chinese Moral Sayings Compared with Those of the Greek Tragedians.

Translations of Chinese School-books.

Short Notices of New Books and Literary Intelligence.

Notes and Queries—

Postings from Macao in Peking in the first quarter of the 17th Century.

Grimm's Laws in Chinese.

Primer of English for Chinese.

Chinese Cyclopedia.

The Chinese Silver Coinage of Tibet.

Use of Bricks.

Opium Eating in China.

The Tai Tribes of Yunnan.

Books Wanted, Exchanges, &c.

Chines Mail Office, Hongkong, May 13, 1878.

THE CHINESE MAIL.

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Hongkong, February 23, 1874.

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Svo. pp. 618. With 20 MAPS and PLANS by WM. F. MATHERS, N. B. DENNY, and CHAS. KING.

COMPILED AND EDITED BY N. B. DENNY, FRD.

LONDON: N. TRUBNER & Co. HONGKONG: China Mail Office. Price, \$6, leather half bound.

The scope of this work includes detailed descriptions of important Sites and Monuments, notes on the Climate and general Topography, BATHS, FLOCKS, GEOLOGY and METEOROLOGY of each Port and its neighbourhood, with HISTORICAL NOTICES and minute details respecting the rise and progress and social characteristics of the several foreign settlements. To these particulars are added summaries and statistics of the TRADE of each Port, compiled from official returns, together with statements respecting COINAGE, CURRENCY, and EXCHANGE, LIST OF STEAM COMMUNICATION, DISTANCES, and rates of PASSAGE MONEY. Hints, and recommendations to travellers, giving full particulars of OUTFIT and mode of proceeding to the less frequented settlements are also included, combined with notes on DOMESTIC MARKETS and Mode of Living.

In addition to furnishing similar particulars, the Section devoted to Hongkong contains an historical sketch forming a chronological index of the chief events which occupied public attention between 1841 and 1865, including POLITICAL EVENTS, Changes in the GOVERNMENT SERVICE, the passing of important ORDINANCES, the ARRIVAL and DEPARTURE of EMIGRANT RESIDENTS, a record of the most notable PRICES, ROBERTS, MURDERS, FRAUDS, FIRES and CRIMINAL TRAILS, ADDRESS and PRESENTATIONS, &c., &c.

The appendix contains full tables of the various steam companies' lines. It also includes a CALENDAR of over 440 works published in the English language upon China and Japan, while a copious INDEX at the end of the work affords a ready means of reference to the reader.

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China Mail Office, 2, Wyndham Street, (Back of Club).

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents—

Macao.—Man Chuen Shop.

Canton.—Sing Chuen Native Post Office, Luen H

Merchant Vessels in Hongkong Harbour.

Exclusives of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to the Novelty Iron Works.
 3. From Novelty Iron Works to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Co.'s Office.
 5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
 7. From Naval Yard to the Pier.
 8. From Pier to East Point.

Vessel's Name.	Section.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Egean	5	Stewart	Brit.	826	May 22	Holliday, Wise & Co.	Yokohama & Higo	To-morrow
Albion	5	Miller	Ger.	1179	May 22	Wm. Pustau & Co.	Hankow	To-morrow
America	2	Graham	Brit.	563	May 13	Birley & Co.	Shanghai	For Sale
Amoy	2	Drewes	Brit.	514	May 25	Stamson & Co.	Shanghai	For Sale
Argentine	5	Barrett	Brit.	515	April 22	Jardine, Matheson & Co.	Yokohama & S. F. deco	28th, 3 p.m.
Belgo	5	Meyer	Brit.	1716	May 23	O. & S. S. Co.	Saloon	27th inst.
Bellona	5	Alexander	Brit.	789	May 7	Wm. Pustau & Co.	Saloon	
Bertha	5	Langley	Brit.	1420	May 7	Meyer & Co.	Saloon	
Bombay	5	Williams	Brit.	749	Feb. 12	Kwok Acheong	Laid up	
Caldera	5	Williams	Brit.	1303	May 11	Jardine, Matheson & Co.	Saloon	
Cameroon	5	Smith	Brit.	95	Oct. 2	Kwok Acheong	Laid up	
City of Peking	4	Tanner	Amer.	5079	May 15	P. M. S. S. Co.	Yokohama & S. F. deco	at daylight
Cyprien	5	Wood	Brit.	1286	May 8	Gibb, Livingston & Co.	Hankow	
Dago	4	Haddock	Brit.	1239	May 19	Meyer & Co.	Saloon	
Elgin	4	Miller	Brit.	900	May 23	Jardine, Matheson & Co.	Saloon	
Emerald	5	Oullen	Brit.	395	May 24	Russell & Co.	Saloon	
Fama	5	Stopani	Brit.	117	May 11	H. K. & W. P. deco	Saloon	
Fatchoy	5	Holland	Brit.	153	May 11	G. McElin	Saloon	
Fitzpatrick	5	Humphries	Brit.	597	April 18	Ge Hong Hong	Saloon	
H. O. Orsted	5	Svenson	Dan.	337	May 24	G. N. T. Co.	Saloon	
Historian	4	Wallace	Brit.	1201	May 19	Jardine, Matheson & Co.	Saloon	
Java	3	Webster	Dut.	886	May 14	Hop Kee & Co.	Saloon	
Kienchow	2	Green	Brit.	1036	May 28	Kwok Acheong	Saloon	
Lorne	4	McCutcheon	Brit.	1036	May 28	Melchers & Co.	Saloon	
Malacca	5	Smith	Brit.	1209	May 15	P. & O. S. N. Co.	Saloon	
Manila	5	Scale	Brit.	1559	May 24	Butterfield & Swire	Saloon	
Rajasthan	5	Smith	Brit.	993	May 21	Yuen Fat Hong	Saloon	
Sea Gull	5	Smith	Brit.	997	May 20	Jardine, Matheson & Co.	Saloon	
Sorogon	5	Lopez	Span.	135	May 18	Vogel, Hagedorn & Co.	Saloon	
Tigre	5	Lormier	Foh.	2051	May 23	Messageries Maritimes	Saloon	
Yokohama	5	Roland	Foh.	1000	May 21	Messageries Maritimes	Saloon	
Yokohama	5	S. Ashton	Brit.	559	May 22	Douglas Laprak & Co.	Saloon	
Yokohama	5	Goggin	Brit.	286	May 24	Kwok Acheong	Saloon	
Zamboanga	5	Aranguren	Span.	651	May 20	Landstein & Co.	Saloon	
Sailing Vessels								
Albion's Isle	1	Burgess	Brit.	360	May 24	Gas Company	Saloon	
Aldebaran	3	Cole	Brit.	393	May 8	Borneo Co., Limited	Saloon	
Alex. Newton	4	Newton	Brit.	308	May 21	Captain	Saloon	
Anna Sieben	4	Paulsen	Ger.	325	April 18	Edvard Schellhass & Co.	Saloon	
Arcola	4	Fenery	Brit.	947	April 24	Carlowitz & Co.	Saloon	
August Friedrich	7	Bruhn	Ger.	367	May 15	Siemens & Co.	Saloon	
Bonita	4	Stehr	Ger. Sm. sc.	341	May 22	Edvard Schellhass & Co.	Saloon	
Borneo	8	Shaw	Amer. sh.	739	April 28	Arnold, Karberg & Co.	Saloon	
Brisbane	8	Hudleston	Brit.	394	April 28	Russell & Co.	Saloon	
Carl Ritter	8	Tager	Ger.	596	May 8	Siemens & Co.	Saloon	
Carmelite & Ida	8	Ketels	Ger.	438	May 22	Order	Saloon	
Ceylon	2	Kelly	Amer. bge.	681	May 8	Olyphant & Co.	Saloon	
Condor	8	Steffens	Ger.	368	May 22	Siemens & Co.	Saloon	
Crusader	4	Gorham	Amer. bge.	898	Mar. 14	Captain	Saloon	
Devana	5	May	Brit.	795	April 9	Meyer & Co.	Saloon	
Elcano	2	Barby	Amer. sh.	1181	Feb. 26	Vogel, Hagedorn & Co.	Saloon	
Elise	3	Fernan	Amer. sh.	312	Mar. 30	Wiel & Co.	Saloon	
Falcon	3	Vil	Brit.	385	May 22	Master	Saloon	
Formosa	2	Schweert	Ger.	282	May 16	Melchers & Co.	Saloon	
Forward	7	Vanderford	Brit.	787	April 18	Rosario & Co.	Saloon	
Francis H. Fay	7	Rollins	Amer. bge.	895	May 18	Douglas Laprak & Co.	Saloon	
Frank Marion	4	Elbridge	Amer. bge.	878	April 7	Russell & Co.	Saloon	
Gonservier	4	Lepretre	Foh.	839	May 18	Landstein & Co.	Saloon	
Golden Spire	4	Farrall	Brit.	856	May 18	Meyer & Co.	Saloon	
Great Admiral	4	Thompson	Amer. sh.	1576	Aug. 19	Russell & Co.	Saloon	
H. G. Johnson	7	Ooby	Amer. bge.	1081	April 16	Vogel, Hagedorn & Co.	Saloon	
Helena	3	Inkster	Brit.	433	May 18	Carlowitz & Co.	Saloon	
Hermann	3	Schmidt	Ger.	444	May 18	Wiel & Co.	Saloon	
Hotspur	2	Shaw	Brit.	522	April 27	Captain	Saloon	
Iphigenia	3	Green	Ger.	464	May 21	Wiel & Co.	Saloon	
Jessie Jamieson	7	West	Brit.	504	May 15	Douglas Laprak & Co.	Saloon	
Jessie McDonald	4	Stott	Brit. Sm. sc.	275	May 8	Arnold, Karberg & Co.	Saloon	
Kate Waters	3	Gleese	Brit.	530	May 22	Rosario & Co.	Saloon	
Marie Louise	3	Guboux	Foh.	425	May 22	Carlowitz & Co.	Saloon	
Navosink	1	Barstow	Amer. bge.	724	May 24	Arnold, Karberg & Co.	Saloon	
Netherston	2	Moore	Brit.	251	May 16	Geo. R. Stevens & Co.	Saloon	
Norseman	1	Harik	Slam. sh.	711	May 12	Chinese	Saloon	
North Star	4	Thompson	Amer. sh.	1374	Feb. 28	Russell & Co.	Saloon	
Nuevo Constante	2	Uriarte	Span. sch.	217	May 18	Remedios & Co.	Saloon	
Nyassa	7	Garriock	Brit.	789	May 16	Butterfield & Swire	Saloon	
P. J. Carleton	4	Amabury	Amer. bge.	986	Feb. 28	Vogel, Hagedorn & Co.	Saloon	
Peri	4	Lubers	Ger.	276	May 18	Edvard Schellhass & Co.	Saloon	
Prosperity	1	Merriman	Brit.	476	May 10	Chinese	Saloon	
R. H. Fuller	1	Lango	Amer. sh.	1360	May 12	Borneo Co., Limited	Saloon	
Rogelia	3	Ger.	Brit.	1115	May 12	P. & O. S. N. Co.	Saloon	
Rosetta McNeil	5	Brown	Amer. sh.	611	May 20	Vogel, Hagedorn & Co.	Saloon	
Sacramento	5	Nelson	Amer. sh.	1418	April 24	Butterfield & Swire	Saloon	
Sarah Nicholson	7	Selkirk	Brit.	933	April 14	Butterfield & Swire	Saloon	
Siamese Crown	5	Sas	Slam. sh.	639	May 2	Tack Mao	Saloon	
Silas Fish	2	Williams	Amer. bge.	702	May 12	Meyer & Co.	Saloon	
Sir Harry Parkes	2	Chapman	Brit.	816	May 22	Douglas Laprak & Co.	Saloon	
St. Anne	4	Radene	Foh.	287	May 22	Carlowitz & Co.	Saloon	
Sully	4	Bra	Foh.	387	May 22	Carlowitz & Co.	Saloon	
Sumatra	3	Clough	Amer. sh.	1000	Sept. 6	Russell & Co.	Saloon	
The Goolwa	7	Torkelson	Brit.	717	May 24	Jardine, Matheson & Co.	Saloon	
Thomas Bell	4	Gruseller	Brit.	838	May 19	Captain	Saloon	
Thomas Fletcher	4	Pendleton	Amer. bge.	645	April 8	Meyer & Co.	Saloon	
Wm. Phillips	2	Healy	Amer. Sm. sc.	591	May 2	Edvard Schellhass & Co.	Saloon	
Uziah	4	Harnden	Brit. Sm. sc.	229	May 16	Wiel & Co.	Saloon	
Vesta	4	Dicks	Ger.	302	April 28	Melchers & Co.	Saloon	
WHAMPOA								
Atlanta	5	Petersen	Ger.	782	May 24	Siemens & Co.	Saloon	
Charles Moreau	5	Quatresous	Foh.	353	May 5	Landstein & Co.	Saloon	
Egeria	5	Johannsen	Ger.	1087	May 21	Siemens & Co.	Saloon	
Hall Columbia	5	Bereton	Amer. Sm. sc.	353	May 19	Edvard Schellhass & Co.	Saloon	
Ferrata	5	McKirdy	Bel.	3300	May 4	Olyphant & Co.	Saloon	
CANTON								
Section	5	Tilmouth	Brit.	784	May 21	Siemens & Co.	Saloon	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Grolier	5 k	British	gun vessel	464	4	180	May 10	O. E. D. Wilcox
Hart	6 h	British	gun vessel	464	4	120	May 16	R. Evans
Mosane	5 k	British	military hospital	2591
Moschen	6 h	British	gunboat	450	4	60	April 30	W. Carey
Mosquito	6 h	British	gunboat	430	4	50	May 2	R. Com. G. A. Gray
Nassau	6 h	British	surveying vessel	877	4	150	April 24	R. H. Napier
Ranger	6 o	U. S.	gun vessel	541	5	600	April 29	H. D. Manley
Sup-kee	6 h	Chinese	gunboat	180	5	60	May 21	J. H. Wade
Swinger	5 k	British	gun vessel	408	2	50	May 13	O. P. Tudor
Tejido	6 h	Portug.	gun vessel	400	2	100	May 22	Lieut. Comr. Rio
Victor Emanuel	5 k	British	Commodore's flag-ship	8087	20	2500	May 14	Commodore Watson
Vigilant	5 k	British	despatch vessel	556	2	250	May 14	Lt. Com. Annesley

FOOCHOW SHIPPING IN PORT.

May 18, 1878.

Vessel's Name.	Anchor.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Beastial Castle	for London	British	gun vessel	464	4	180	May 10	O. E. D. Wilcox
Glenloch	for London	British	gun vessel	464	4	120	May 16	R. Evans
Glenloch	for London	British	gun vessel	464	4	120	May 16	R. Evans
Glenloch	for London	British	gun vessel	464	4	120	May 16	R. Evans
Glenloch	for London	British	gun vessel	464	4	120	May 16	R. Evans
Glenloch	for London	British	gun vessel	464	4	120	May 16	R. Evans
Glenloch	for London	British	gun vessel	464	4	120	May 16	R. Evans
Glenloch	for London	British	gun vessel	464	4	120	May 16	R. Evans
Glenloch	for London	British	gun vessel	464	4	120	May 16	R. Evans
Glenloch	for London	British	gun vessel	464	4	120	May 16	R. Evans

SHIPPING IN SHANGHAI HARBOUR.

May 18, 1878.

Vessel's Name.	Anchor.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Anchises	for London, &c.	British	gun vessel	464	4	180	May 10	O. E. D. Wilcox
Batuk	for London, &c.	British	gun vessel	464	4	120	May 16	R. Evans
Chin-ee	for London, &c.	British	gun vessel	464	4	120	May 16	R. Evans
Ferrata	for London, &c.	British	gun vessel	464	4	120	May 16	R. Evans
Glenloch	for London, &c.	British	gun vessel	464	4	120	May 16	R. Evans
H. O. Orsted	for London, &c.	British	gun vessel	464	4	120	May 16	R. Evans
Han-ee	for London, &c.	British	gun vessel	464	4	120	May 16	R. Evans
Hanyang	for London, &c.	British	gun vessel	464	4	120	May 16	R. Evans

9 Ships left port, or arrived at Hongkong.

HONGKONG MARKET PRICES.

Corrected to Saturday, May 25, 1878.

At 1130 Cash per Dollar Mexican.

Butcher Meat.		Price.	Chinese Names.
Bacon, English, .	lb.	400 350	來路烟猪肉
" Ame. Sugar cured, "	"	300 250	花旗烟猪肉
" Foochow, "	"	200 180	福州烟猪肉
Beef, sirloin and prime cut, cy.		180 160	尾龍扒
Beef Corned, .	catty	150 140	鹹牛肉
" Roast, .	"	160 140	燒牛肉
" Soup, .	"	100 90	湯肉
" Steak, .	"	160 140	牛肉
Bullocks' Brains, .	per set	50 40	牛腦
" Tongue, fresh, each		320 300	牛腩
" " corned, "	"	330 310	鹹牛腩
" Head, .	"	550 500	牛頭
" Heart, .	"	160 140	牛心
" Hump, Salt, catty		160 140	牛肩
" Feet, .	each	50 40	牛脚
" Kidneys, .	"	80 70	牛腰
" Tail, .	"	110 100	牛尾
" Liver, .	catty	100 90	牛肝
" Tripe (undressed), catty		60 50	牛肚
Calves' Head and Feet, set		600 500	牛仔頭脚
Hams, American, .	lb.	300 280	花旗火腿
" Chinese, .	"	200 180	金華火腿
" English, .	"	350 320	羊牌骨
Mutton Chop, .	"	180 160	羊腩
" Leg, .	"	180 160	羊手
" Shoulder, .	"	140 130	羊手
Pigs' Chittlings, .	catty	60 50	豬蹄
" Feet, .	"	100 90	豬蹄
" Fry, .	"	110 100	豬蹄
" Head, .	"	80 70	豬蹄
" Heart, .	each	50 40	豬蹄
" Kidneys, .	"	70 60	豬蹄
" Liver, .	lb.	110 100	豬蹄
Pork, Chop, .	catty	180 150	豬蹄
" Corned, .	"	160 150	鹹猪肉
" Leg, .	"	160 150	鹹猪肉
" Fat or Lard, .	"	120 110	豬油
Sheeps' Head, and Feet, set		400 350	羊頭脚
" Heart, .	each	50 40	羊頭
" Kidneys, .	"	80 70	羊腰
" Liver, .	"	140 130	羊肝
Smoking Pigs, .	"	\$2 \$1.50	豬仔
Sweet Bread, .	catty	140 130	牛核
Veal, .	catty	160 140	牛仔肉
Poultry.			
Capons, .	catty	250 200	鐵雞
Doves, .	each	110 100	鴿
Ducks, .	catty	140 130	鴨
Eggs, Hen .	doz.	100 —	雞蛋
Fowls, .	catty	200 180	雞
Geese, .	"	150 140	鵝
Partridges, .	each	300 280	鵲
Pheasants, Canton, live, pair		\$1.75 1.50	省城山雞
Pigeons, .	each	150 140	白鴿
Quail, .	"	160 120	鶉
Rabbits, live, Canton .	"	700 600	省城兔
Turkeys, Cook, .	catty	400 300	火雞
" Hen, .	"	300 280	火雞
Fish.			
Bombay Ducks, new per hundred		200 180	肚魚
Bream, .	catty	110 100	鯽魚
Catfish, .	"	90 80	鰱魚
Codfish, Salt, .	"	140 —	鹹魚
Crabs, .	"	100 50	蟹
Cruttle Fish, .	"	80 70	墨魚
Dace, .	"	110 100	土鯪魚
Dog Fish, .	"	80 70	跌海鯪
Eels, Congor .	"	80 70	黃鰻
" Yellow .	"	100 90	黃鰻
File Fish, .	"	100 90	刺皮魚
Fresh Fish, Large		150 140	大鮮魚
" Small .	"	100 80	小鮮魚
Frogs, .	"	140 120	田雞
Garcupa, .	"	150 140	石斑魚
Gudgeon, .	"	100 90	白哈魚
Gurnard, .	"	120 110	紅角魚
Haddock, .	"	120 110	黃美鱈
Herrings, fresh .	"	100 90	黃澤鱈
" smoked .	box	\$1.00 —	煙黃澤
Live Fish, .	catty	140 130	生魚
Lobsters, .	"	100 90	龍蝦
Mullet, .	"	90 80	鱸魚
" Red .	"	180 120	紅頭魚
Parrot Fish, .	"	120 110	公魚
Perch, .	"	90 80	頭魚
Pike, .	"	180 120	破魚
Plaice, .	"	120 110	花白魚
Pomfret, White .	"	140 —	黑明鱸
Pomfret, Black .	"	140 —	黑明鱸
Prarus, .	"	110 100	明蝦
Ray, .	"	100 90	琵琶沙
Rock Fish, .	"	180 120	瓦石狗公
Roach, .	"	180 120	鰱魚
Salmon, Canton, .	"	110 100	鰻魚
Salt Fish, .	"	120 100	鹹魚
Skate, .	"	80 70	鱈魚
Stark, young .	"	80 70	鱈魚